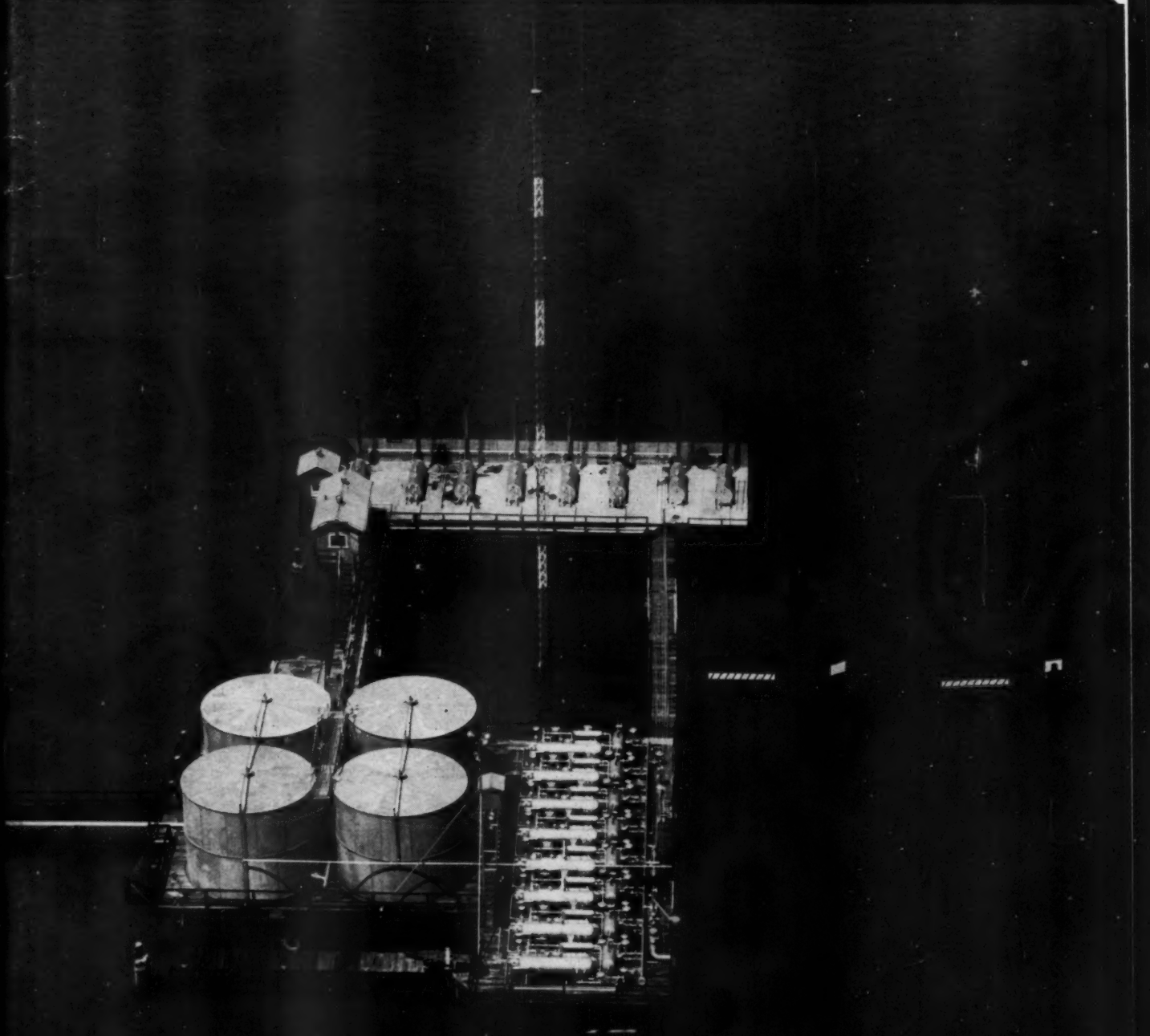
OFFSHORE OPERATIONS

Exploration • Production • Transportation

AUXILIARY FLOATING EQUIPMENT
Crew Boats — Supply Ships — Utility Craft
Pages 25-33



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March, 1955

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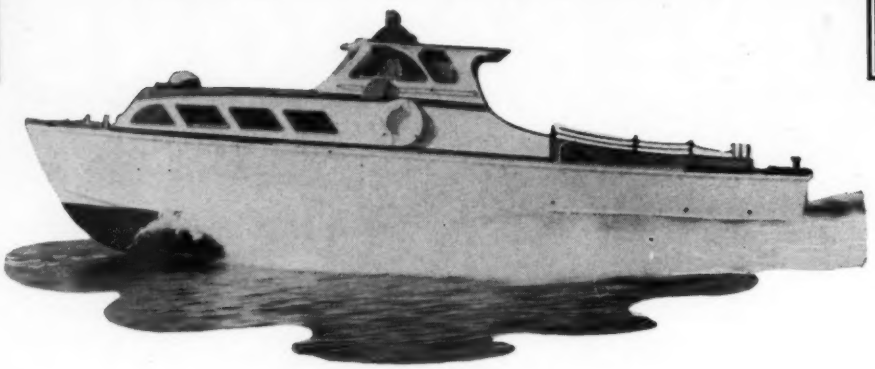

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The basic hull of the TRIPOD was completed without cabin or decking in November and after much study George Engine Company decided to test the hull both as a twin and triple screw boat. Although the idea of a triple screw planing hull had been considered, no crewboat using three propellers had been developed at this time and it was felt that much could be learned from such an experiment and the value, if any, of a third propeller determined. Therefore, George Engine Company installed three Series 71, 6 cylinder GM Diesel Engines, each rated at a maximum of 223 Shaft Horsepower at 2100 RPM. Using a left hand propeller on the port engine and right hand propellers on the center and starboard engines, a study was made to determine the best possible position for the propellers when using 28 inch diameter wheels. When this installation was complete the three engines had a gross weight of 7400 lbs. and a total of 669 Shaft Horsepower available at maximum rating.

The hull at this point was loaded with 6000 lbs. of dead weight and with temporary fuel tanks and nine men aboard a trial run over a measured mile was made with the engines developing maximum horsepower. Speed obtained with three engines was 26.1 MPH. In order to obtain a true comparison between twin and triple screws, the boat was hauled out, the center propeller removed, and 2800 lbs. of weight removed. A trial run over the same course and under the same conditions resulted in a speed of slightly over 21 MPH. An enormous advantage in planing characteristics and acceleration was evident with three propellers and because of this it was decided to complete the boat as a triple screw.

The boat was completed, inspected, and then certified by the U. S. Coast Guard for 22 men in February 1955. Trial runs of the completed boat revealed a top speed of 25.7 MPH at maximum engine RPM and a cruising speed of 22.1 MPH at an engine speed of 1850 RPM.

Admeasurement data was: Length 45 ft., depth 7.3 ft., breadth 15 ft., Gross 24 tons, net 16 tons.

The TRIPOD was sold by George Engine Company as a "package boat deal" to Tripod Boats, Inc., of Berwick, Louisiana, and was promptly leased to one of the major Drilling Contractors operating offshore. Reports from the field indicate complete satisfaction.

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OFFSHORE OPERATIONS

"DRILLING ANYWHERE OVER WATER"

VOL. I MARCH, 1955 NO. 7

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The Boll Weevil Sez:

LAST month we got tangled up in our own wire line, trying to core a few samples on when a rig tender isn't but a barge is but a . . . etc. To add to the confusion, we'll run another test on this misnomer business.

Just what is an "offshore operation?"

A lot of folks seem to think it applies solely to the Gulf, or some other big ol' body of water that stretches yonderly no telling how far. They don't figure it's offshore unless you're surrounded by a lot of ocean.

Tain't so!

We label any operation offshore if it's not on dry land. If you're drilling over water—from a drilling barge or fixed platform—we don't care whether it's a pond in a cow pasture or the middle of the Atlantice Ocean.

All over-water drilling operations have a lot in common. The size of the body of water—bayou, bay or the Bosphorus—doesn't make much difference. It's like some folks who raise cattle for a living. One fellow may have ten thousand head, and four or five hundred sections of land; his neighbor may have thirty or forty head and a section of land. But they're both cowmen, and you've maybe got a fist-fight on your hands if you don't give the little guy credit.

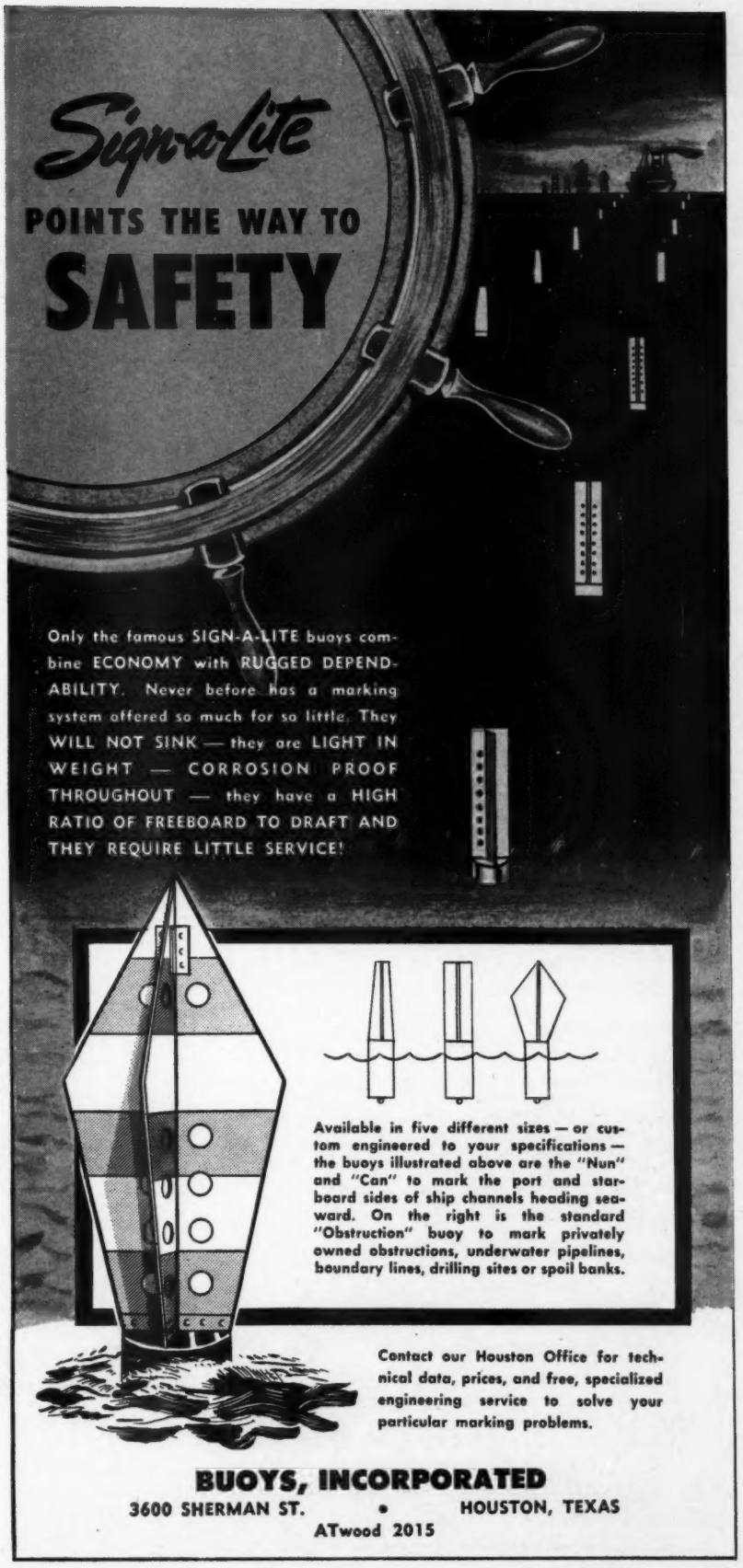
Same way with marine drilling. It don't matter if an operator uses a rowboat and a leaky paddle, or a big $125 thousand piece of "auxiliary floating equipment" to get out to his rig. They're both offshore operators! And we can't afford to short-change the little man. We're still shirt-tail operators ourselves. Somebody might come along and say we weren't a trade publication, just because we're not as fat and sassy as some oil magazines.

So take our word for it; if you step over a full cow-track out hunting oil—that's an offshore operation! If you fall in . . .

Well, we're familiar with that kind of operation, too. We're usually in up to our necks. Which reminds us, for some odd reason, that all in one day we received subscriptions from Seria, the Gulf of Persia, Venezuela and jolly old England. So with that much territory to cover, we've got to haul out of this mudhole and be on our way.

See you next month.

Long John Latham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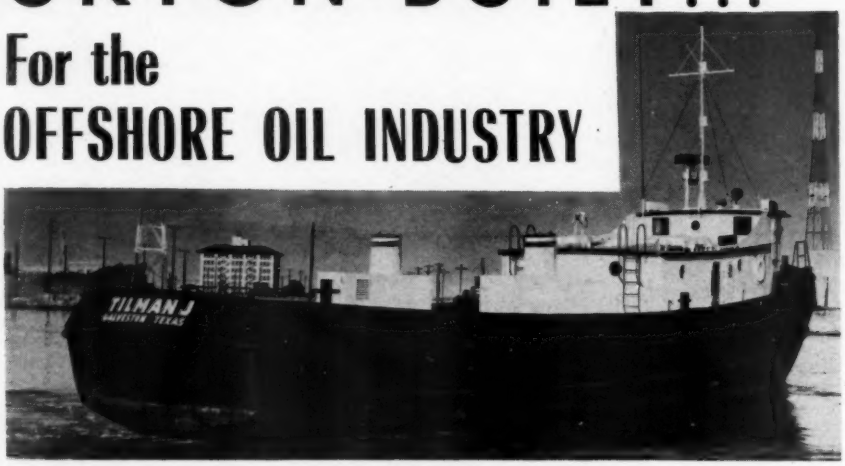

TILLMAN J

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Offshore Outlook . . .

CALIFORNIA—Troubles continue to plague oil operators who want to explore this state's offshore oil reserves and potentialities.

The state has one remaining source of oil, according to Herbert Hoover, Jr., Californian and Undersecretary of State, for probable large-scale production. That source is the offshore area in the vicinity of Long Beach. The potential here, according to Mr. Hoover is probably sufficient to supply enough oil for California's economy for years to come.

On the other hand, he pointed out that the state actually is using more oil than it is producing, having had to draw upon its reserves since the first of the year.

Those who would expand offshore operations in the area are being hampered by local ordinances and state legislation, and only recently the Navy has stepped in with jaundiced scrutiny that may put a stop to "island" drilling around Long Beach.

It has been determined that construction of man-made islands in the harbor and immediate offshore waters are the most practical way of drilling here, but the Navy says these "islands" are a menace to navigation and may ruin one of the finest harbors in the world.

To heap more fuel upon the already troubled situation, two Orange County legislators have introduced bills in the California legislature aimed at preventing any additional drilling in the tidelands off Orange County's shores. Their aim is to protect the scenic beauty of the beach and recreation areas. It simmers down, insofar as this proposed legislation is concerned, to whether citizens want wealth or beauty.

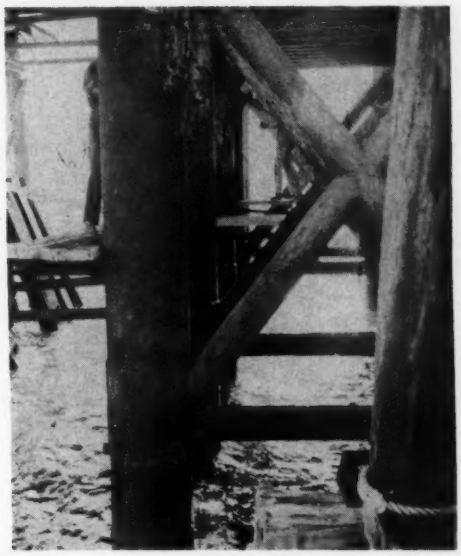
WASHINGTON—Secretary of Interior Douglas McKay has announced that nominations of areas for prospective oil and gas leasing in the Outer Continental Shelf off Texas and Louisiana will be accepted by the Bureau of Land Management until March 25, this year.

HOUSTON—What is expected to be the largest and most compresensive oil show in the world is shaping up for the International Oil Exposition, to be held here early in May.

According to Duane Ellis, president of the Exposition, there will be around 500 exhibits, covering every conceivable phase of the oil business. Advance reservations for space indicate much interest on the part of suppliers for offshore operations.

THE EDITOR

WHERE CONVENTIONAL COATINGS FAIL . . .



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OFFSHORE OPERATIONS

This Month . . . . . Offshore

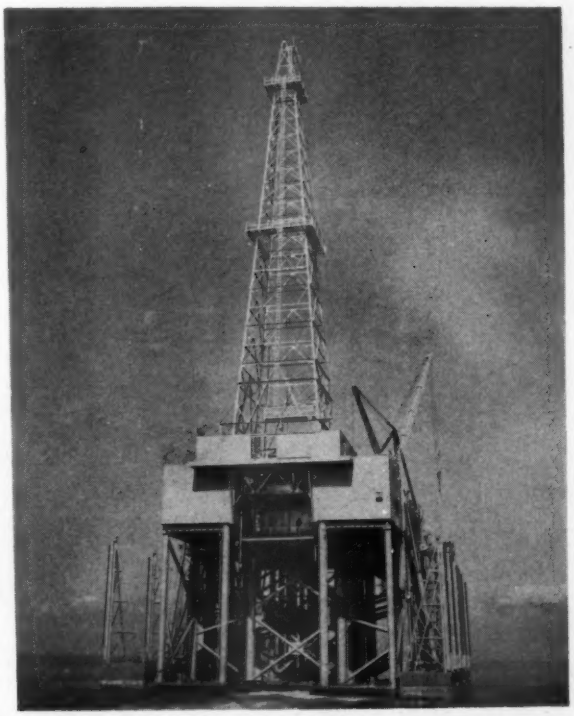
¶ Two new drilling giants join the growing offshore fleet . . . In Orange, Texas, the Offshore Company commissions a DeLong-type mobile drilling platform capable of operation in water depths up to 100 feet. The unit has been leased to Humble . . . In New Orleans, American Tidelands, Inc. commissions submersible-type mobile unit for medium-depth drilling. The American Tidelands 101 will also drill for Humble.

¶ Fire damages California Company's mobile unit S-44, at Main Pass Block 69 location off the coast of Louisiana.

¶ Drilling in Gulf of Paria highlights search by Trinidad operators for oilfields under the sea surrounding the island. Trinidad Northern Areas' High Seas No. 1 is the first to be drilled with an offshore rig, although undersea resrevoirs have been tapped with directional wells drilled from land-based sites . . . Egyptian concession includes acreage under the Mediterranean Sea. The Egyptian-American Oil Company, a subsidiary of Continental Oil Company, has the 75,000 square mile grant which includes exploration and drilling rights in the historical Mediterranean tidelands.

¶ McBride Oil and Gas Corporation, of San Antonio, receives license to drill on Continental Shelf off coast of British Guiana. The license covers a 4,000 square mile offshore area.

¶ Offshore reports highlight Southwestern District Meeting of the API in New Orleans, March 9-11.



This picture, taken from the stern of a tug, shows Kermac's Rig 44 under tow to an offshore location. The towline can be seen at the lower left. The sea-going rig has been drilling in the East Cameron Block 17 area, off the coast of Louisiana, for Shell.

FINER EQUIPMENT—

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The ERLINE, radar equipped 51' personnel transport, is capable of carrying 40 passengers at speeds up to 23.4 mph. The ERLINE typifies the fine marine equipment owned and operated by the Robin Boat Rental Service. No. 17 for Robin, the MARGARET, built similarly to the ERLINE pictured above was launched January 27, 1955. Two more 51' boats presently under construction by the Equitable Equipment Company will be launched approximately February 25, 1955 and March 15, 1955.

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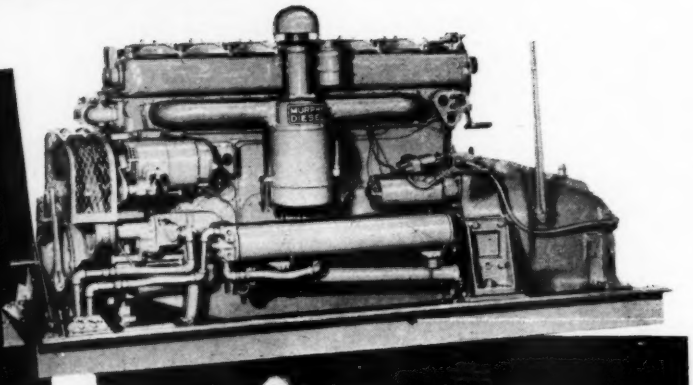

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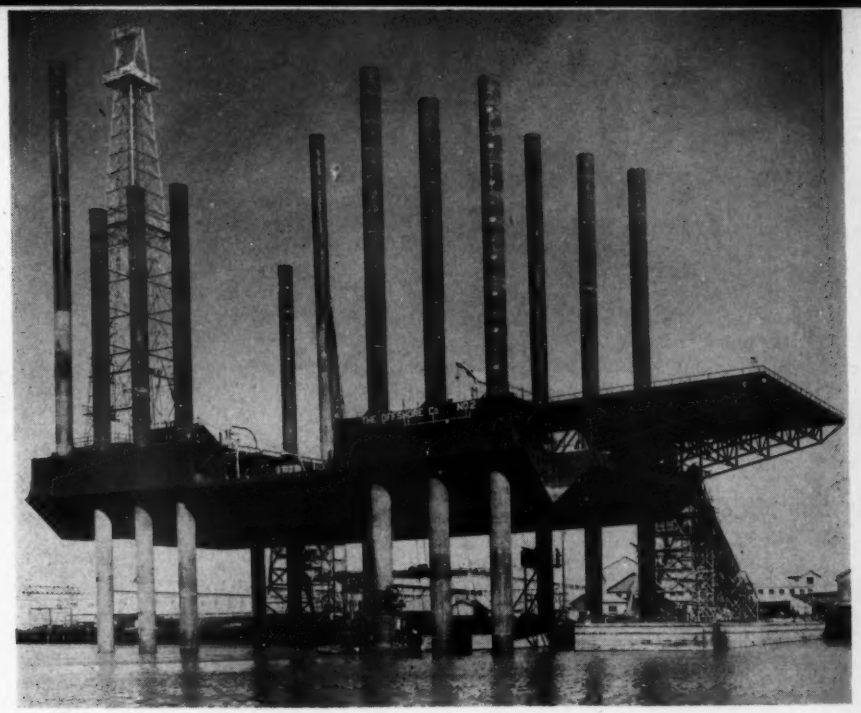


Orange, Texas . . .

Offshore Company Commissions Drill Platform

DeLong-type mobile unit, capable of operation in 100 feet of water, will drill for Humble

A GIANT new deep-water drilling platform, said by some oil men to incorporate the greatest utility of any thus far designed, has been commissioned in Orange, Texas, as the Offshore Company's Drill Platform No. 2.

The mobile unit is a DeLong-type platform, and was built by Consolidated Western Steel Division of United States Steel Corporation at its Orange shipyard. It is capable of operation in Gulf waters up to 100 feet deep, and supports equipment capable of drilling as deep as 15,000 feet below the ocean floor.

The newest addition to the Offshore Company's growing fleet of marine rigs has the same basic design as the

(Continued on next page)

Above: Alden G. Roach, Consolidated Western Steel president, welcomes visitors. On the speaker's platform, from left to right, are Colonel L. B. DeLong, W. B. Stuard, Roger W. Wilson and C. T. Chenery, all of the Offshore Co.

Below: A partial view of the 1500 onlookers who attended the commissioning ceremonies.

first DeLong platform which has operated successfully in Gulf waters since April of last year. Mobility and stability are outstanding features of both units.

T. S. Stoneman, president of the Offshore Company, has announced that the new rig will be operated initially on a lease basis, and is now under lease to Humble Oil & Refining Company. Like the first Delong unit, also under lease to Humble, it will drill off the Louisiana coast.

Dimensions . . . The hull of the Offshore Company's new marine drilling giant measures 220' long, 117' wide, with a depth of 13½ feet. With drilling equipment it weighs 4,200 tons.

The platform is supported on location by fourteen cassions 200' long and 6' in diameter, with a weight of 94 tons each. Cylindrical tanks circling the lower ends of the cassions are 18' high, 16' in diameter and weigh 43 tons each. Cassions and tanks bring the total weight of the unit to 6,100 tons.

Operation . . . A system of large air jacks, operating simultaneously or individually from a central control panel, raise or lower the platform on the cassions.

On the basis of tests conducted, the unit can be readied for drilling within 24 hours after it reaches a drilling site. It can be lowered to free-floating position and be ready for towing to the next location in the same length of time or less. Tests have also shown that the unit is as sturdy as a stationary platform and is capable of withstanding winds of hurricane force, together with the stresses and strains of underwater and surface wave action.

Facilities . . . The Offshore Company's Drill Platform No. 2 is completely self-contained. Living quarters will accommodate forty-six men, and are air-conditioned. On the forward deck is a heliport, and an opening in the hull provides means of unloading boats riding the surface below.

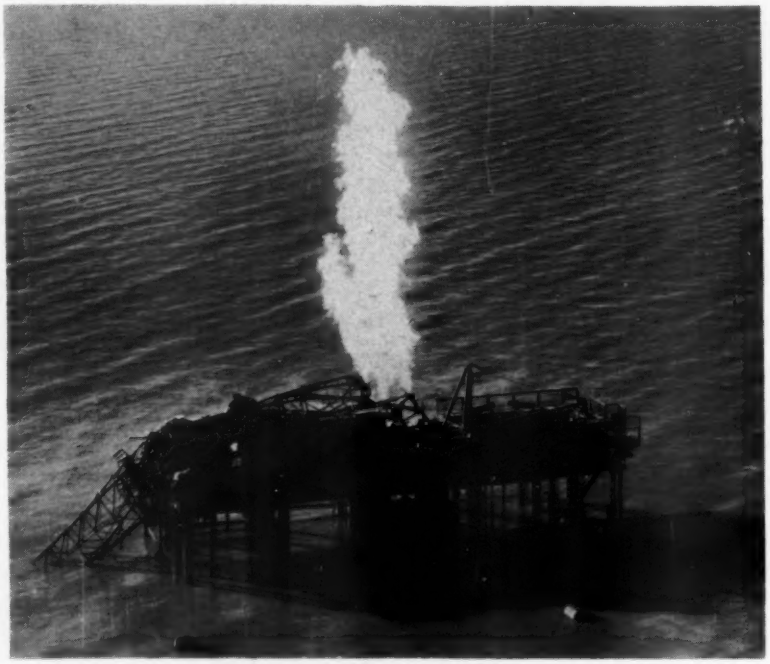
Equipment and storage . . . All drilling and auxiliary equipment is above deck, and placed generally on the rear half of the platform. Quarters for the crew are below deck. Galley, recreation room and superintendent's office are forward and above deck.

The hull contains storage capacity for 17 thousand gallons of potable water, 107 thousand gallons of salt water, 320 thousand gallons of drilling water and 52 thousand gallons of fuel.

Ceremonies . . . The new mobile drilling platform was formally commissioned when Mrs. C. T. Chenery, wife of the chairman of the board of the Offshore Company, handed Rig Superintendent W. B. Stuard a bright green pennant in the presence of about 1500 guests.

Among officials of The Offshore Company, bsides Mr. Chenery, were Roy C. Williamson, T. S. Stoneman, H. P. Maxton, Roger W. Wilson, J. E. Vaeth, H. T. Ellwood, Col. L. B. DeLong and T. P. Hull, Jr.

Consolidated officials viewing the Commissioning included Alden G. Roach, president of Consolidated Western Steel Division, San Francisco; C. W. Lee, vice-president and general manager of the same concern; P. M. Cobb, T. R. Rooney, Kenneth Lieber, of the California organization, and F. J. Lackey and J. H. Long of Houston.



A fire blazes out of control at The California Company's No. 4 State Lease 1277, off the Louisiana coast. Intense heat has melted the base legs of the derrick, causing it to collapse into the Gulf.

Louisiana

Fire Damages Offshore Rig

AFTER burning out of control for three days, a fire at The California Company's No. 4 State Lease 1277, in the Main Pass Block 69 field off the coast of Plaquemines Parish, was extinguished by a crew of fire-fighting specialists from the firm of veteran oilfield fire-fighter Myron Kinley, of Houston, Texas.

All crewmen escaped without injury when the well, drilling at about 5,500 feet, blew out and caught fire. But terrific heat quickly melted the base legs of the derrick, and it collapsed into the Gulf. Damage to the $2 million mobile unit, owned by The Califronia Company, was estimated by company officials at about $500 thousand.

Firefighting equipment was taken to the scene by barge and tug. The blaze was finally brought under control when fire-fighters accomplished the dangerous mission of getting beneath the derrick floor and closing the blank rams on the well's lower preventers. The well was then cemented, and clean-up of the wreckage started.

Harold C. Teasdel, president of The California Company, said the lost hole had not reached oil. The blowout was appartently caused by a failure in the casing below the preventers.

Location of the abandoned well is about 20 miles east of Venice, La., in the Gulf of Mexico.

Shell Finds Deeper Pay In Eugene Island Block 18 Field

Shell Oil Company has successfully opened a third producing sand in the relatively new Eugene Island Block 18 field off St. Mary Parish in the Gulf of Mexico. The No. 1 State Lease 1666, Block 14, was drilled to 11,020

feet, set 7⅝ inch casing to 10,520 feet and perforated in deepest pay yet found in the pool, from 10,016 to 10,020 feet. It flowed 324 barrels of 38 gravity oil on 8/64-inch choke, tubing pressure 1725 pounds, gas-oil ratio 555 to 1. The field has other oil production in the 9000 and 9300 foot levels.

Fairways For Wells

U. S. Army Engineers have approved a plan proposed by the Offshore Operators' Committee, composed of major oil company representatives, whereby a system of "fairways" will be blocked out in the location of offshore wells to provide a strip two miles wide paralleling the coast, in which no wells will be drilled. The "fairway" would provide an open area for coastal navigation.

The strip would extend 700 miles along the Gulf coast and would extend out from shore a distance of nine to 25 miles, depending on the depth of water at various points. The plan also would provide anchorages at designated ports.

Ships would not be required to use the fairways and anchorages but shipping interests would be advised of their existance as a safety measure.

Texas

Gulf Finds Three Producing Zones In Offshore Wildcat

Completion of a rank wildcat by Gulf Oil Corporation at its No. 1 State Lease 41338, Block 889, in 48 feet of Gulf of Mexico water off the coast of Nueces County, Texas, highlighted the increased activity and interest in the state's offshore oil prospects. The only other oil discovery off the Texas coast was made by Standard of Texas at its Chevron field, offshore Kleberg County.

Gulf encountered three producing zones in its new well, ranging in thickness from 21 to 154 feet. The deepest pay zone, from 11,386 to 11,540 feet, was perforated at 11,452-86 feet. On test the well flowed 140 barrels of 47-gravity oil per day through 10/64-in. choke. Flowing tubing pressure was 3100 lbs. and gas-oil ratio was 10 thousand to 1.

Upon completion of tests of the other zones, the well will be shut-in and the rig moved off. Gulf will move in later for additional wells after its development program for the area is determined. The company has applied for permits to drill two additional wildcats in the same general area, one 19 miles northwest of the discovery and the other 25 miles to the northeast.

Tidelands And Superior Ask Revival Of Offshore Permit

Tidelands Oil Corporation and Superior Oil Company, both of Houston, have asked for revival of the Department of Army permit and extension of time to complete work in an area about three and one-half miles offshore in the Gulf of Mexico from Calhoun County, Texas. The work would consist of building and maintenance of structures for production of oil and gas.

The companies are requesting permission to work State Tracks 444, 483, 564, 565, 566, 582, 583, 586, 587, 588, 589, 595 and 596, lying about 22 miles northeast of Port O'Connor, Texas.

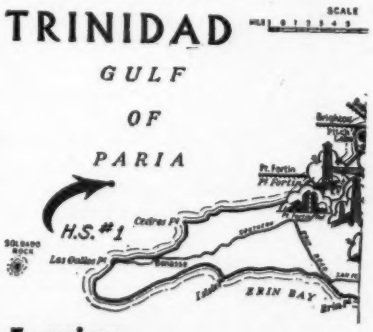
Should the permit be revived and the extension granted, they would be for a period expiring December 31, 1957.

California

Huntington Beach Pool May Extend Under Pacific

The State Lands Commission has authorized lease bids on submerged tracts totalling nearly 1,000 acres at Huntington Beach, following speculation that the shallow Jones-sand pool may extend under the Pacific Ocean.

Production is from about 3,900 feet in the field, which has set off one of the biggest oil booms the state has seen in years.



Foreign

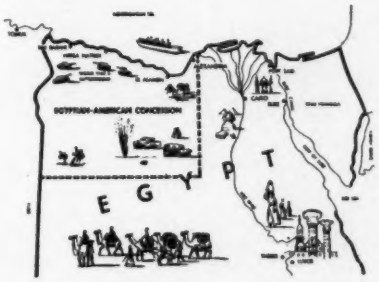
Trinidad Operators Search For Oilfields Under The Sea

Diminishing prospects of finding new oil reserves on land have caused operators on the island of Trinidad to explore the possibilities of oilfields under the sea surrounding the island. The majority of the territory west of Trinidad, in the Gulf of Paria, has been leased from the colonial government, as well as several small tracts on the southeast side of the island adjacent to upland fields.

Three companies hold most of the leases—Trinidad Northern Areas, Dominion Oil Ltd., and Antilles Petroleum Company, Ltd.

Drilling to date has been mostly "offshore"—meaning directional wells drilled from land-based sites. Antilles has completed several wells in the vicinity of Point Fortin. Dominion brought in a directional well near Point Fortin which flowed 360 barrels per day from 5700 feet with 1500 pounds tubing pressure.

Trinidad Northern Areas—made up of United British Oilfields of Trinidad, Ltd.; Trinidad Leaseholds, Ltd.; and the Darcy Exploration Company (Anglo-Iranian owned)—have erected the first platform off the coast of Trinidad, and are drilling the H. S. (High Seas) No. 1. The template-type structure is about six miles out in the Gulf of Paria, in 40 feet of water.



Egyptian Concession Includes Right To Drill Tidelands

Drilling rigs may one day dot the blue waters of the Mediterranean Sea off the coast of central Egypt, as the result of an agreement between a group of American oil companies and the Egyptian government.

A subsidiary of Continental Oil Company, Egyptian - American Oil Company has a concession to explore and drill in a 75,000 square mile area in Egypt—and the contract includes exploration and drilling rights in the adjacent Mediterranean.

Egyptian-American is operating and managing the concession, which will be assigned in the near future to subsidiaries of Conoco, The Ohio Oil Company, Cities Service Company and Richfield Oil Corporation.

Continental, operator for the CATC Group, has extensive offshore interests in the Gulf of Mexico.

McBride Obtains Offshore License From British Guiana

The McBride Oil and Gas Corporation, of San Antonio, Texas, has been granted a license by the colonial

(Continued on page 18)

API

PREVUE

Offshore Session Will Highlight API Southwestern District Meet March 9-11

Oilmen gathering in New Orleans will hear papers on many phases of offshore operations, as well as industry reports. Following are briefs of some of the presentations to be made —

Offshore report . . .

Operation Of Mobile Drilling Units Offshore

H. D. Cox
Shell Oil Company

A review of the first six months of operations of the drilling barge **Mr. Charlie**—the first mobile self-contained drilling barge in the Louisiana Gulf Coast area capable of operating offshore in water depths greater than 20 feet—is presented in this paper. The major difficulty encountered in drilling the first four wells, located in 30-ft. of water, was the inability of the barge to remain on location on the extremely soft bottom during heavy seas (6-ft. to 15-ft. waves). Since the installation of "fiddle-boards," which are skirt-like flat projections designed to extend 5-ft. below the hull bottom, the rig has withstood 8-ft. waves with only 3-in. of barge movement which did not hinder drilling operations.

Approximately one month after installation, the first well-protector jacket installed for the rig failed by sinking beneath mean Gulf level when subjected to heavy seas. Failure was due to the extremely poor soil conditions, coupled with insufficient skirt and pile penetration. With the addition of batter pipe and 25 feet of plate designed to penetrate the mud bottom, other well-protector jackets have proved satisfactory.

In general **Mr. Charlie** has operated satisfactorily. An intangible benefit of **Mr. Charlie** is its value as an exploration tool which allows rapid testing of offshore leases without large capital investments in drilling platforms. Also, this unit can be used to define the limits of a field, thus allowing correct placement of infilling development platforms and production platforms.

Offshore report . . .

Operating Problems, Portable Drilling Unit

J. M. West
The California Company

The paper concerns the operating problems encountered with The California Company's portable drilling unit S-44 — which has suffered extensive damage due to a fire at an offshore location since Mr. West scheduled this report.

Offshore report . . .

Engineering Design Of Offshore Mobile Drilling Units

R. J. Howe
Shell Oil Company

This paper discusses some of the general engineering methods which can be used to evalulate relative capabilities of offshore mobile drilling units. In order to compare the general design characteristics of different units, a general classification of mobile units is presented. In addition, methods for presenting information about marine characteristics, wind forces, wave forces, and foundation characteristics of mobile units are discussed.

The primary purpose of the paper is to stimulate discussion about what factors should be considered in the engineering design of a well-designed mobile unit. All of the information presented is discussed in a qualitative or relative manner inasmuch as most of the latest quantitative information has been published in previous papers.

Offshore report . . .

Proposed Offshore Production And Gathering Facilities, Eugene Island Area, Louisiana, Gulf Of Mexico

W. L. Montgomery
C. V. Temple
R. H. Illingworth
Magnolia Petroleum Company

Clyde Aldridge
Magnolia Pipe Line Company

The paper covers the proposed facilities being installed by Magnolia Petroleum Company as operator for the Magnolia-Newmont-Continental combine, for producing the Black 126 Field, Eugene Island Area.

The main emphasis of this paper will be on problems encountered in deciding the methods of production

and equipment selection and operation for the most economical solution to offshore operations. The type of platforms, size of equipment, and operating procedures are discussed, and the reasons which determined the final selection of equipment are evaluated.

Industry . . .

Use Of Sea-Water Muds

T. B. O'Brien
Gulf Refining Company

This paper deals with the use of sea water in various drilling-mud systems along the Gulf Coast of Louisiana and Texas. The work done was centered around two systems, i.e., the lime base sea-water mud and CMC* sea-water mud. Both have operated satisfactorily, although the lime mud is affected by high temperatures.

Tests run both in laboratories and in the field indicate that seawater mud can be made to operate economically and that, due to the nature of seawater, less hole trouble will result from its use.

*Carboxymethylcellulose.

Industry . . .

End Connections For Christmas Tree Components In The 15,000 PSI Working Pressure Class

C. H. Taylor
Shell Oil Company

(For the Study Committee on High Pressure Completion Practice, Wellhead Equipment Subcommittee)

During the past three years several wells have been drilled which have had shut-in surface pressures close to or exceeding 10,000 psi. In view of the evident need by the industry for Christmas trees in the 15,000-psi working-pressure class, and as the API design criteria for a flange connection in this pressure class are inadequate, the Flex-Float Engineering Co., the Gray Tool Co., the McEvoy Co., and the Association of Wellhead Equipment Manufacturers proceeded to develop end connections for Christmas tree components which were suitable for extreme pressures. The use of pressure-energized seals enabled the designers to use API flanges of a lower working pressure for the 15,000-psi working-pressure class connection, or permitted the use of a form of connection different from the API flange such as the split ring clamp.

With the exception of the connection developed by the Association of Wellhead Equipment Manufacturers, the joints are patented. As standardization of any generally accepted connection is desirable, the industry as a whole should be considering ways and means of obtaining standardization of end connections in the 15,000-psi working-pressure class.

Industry . . .

Oil Well Casing And Tubing Failures

H. G. Texter
Spang-Chalfant, Division of
the National Supply Company

The aim of this paper is to present, in one treatise, all possible data known to the author concerning the types of failures and troubles which beset casing and tubing used in completing oil wells.

There is very little about the design or selection of proper sizes or grades or weights except insofar as these factors may contribute to failures. References are made to other literature which adequately covers this phase of the general subject.

There are listed the various possible mechanical forces, or factors, which tend to disrupt or destroy tubular sections. The three principal ones named are: tension, from longitudinal loading; collapse, from unbalanced external pressure; and bursting, from unbalanced internal pressure. Somewhat less important mechanical factors or forces are: last engaged thread failures, from shock or vibration; leakage, through the threaded connections; crushing, by slips and tongs; wear, from drill pipe, wire lines, tubing, or rods; erosion, from high velocity fluids; buckling, from mechanical forces and from internal pressure; torsion; miscellaneous troubles caused by: (a) field welding on casing, (b) shot perforating casing, and (c) handling. Last, but not least, there is the chemical or electrochemical factor of corrosion.

The paper then proceeds to review all known cases and facts of troubles, in the order listed, which, incidentally, is not necessarily the order of the importance or the prevalence of the trouble.

Industry . . .

Computation Of Crude-Oil Volumetric Corrections By High-Speed Digital Computers

J. F. Summers
The Texas Company

The paper outlines methods for handling the calculation of volumes of crude oil by use of modern high-speed electronic computers. Methods are cited whereby mathematical functions are substituted for table-lookup and arithmetical operations are performed automatically after the introduction of strictly basic measurements. These mathematical formulas develop results almost instantaneously and obviate the use of voluminous numerical tables heretofore used to determine volumes in storage tanks and corrections due to thermal expansion or contraction of the oil. The determination of volumes and gravities of crude oil and its products is a problem which is found universally in oil production, refining, and marketing.

Oil Scouts Form Offshore Association In Louisiana

Increased activity and interest in drilling operations in the Gulf of Mexico has led to the organization of an offshore oil scouts exchange. The Louisiana Offshore Oil Scouts Association is now composed of representatives from the Gulf Oil Corporation, from the combine of which Sinclair Oil & Gas Company is the operator, and from Shell Oil Company, The California Company, Humble Oil & Refining Company, and the CATC Group.

It is the desire of the association that every company operating in the Gulf be represented at its earliest convenience.

Officers of the association are: Gerald Dixon, Shell Oil Company,

(Continued on page 18)

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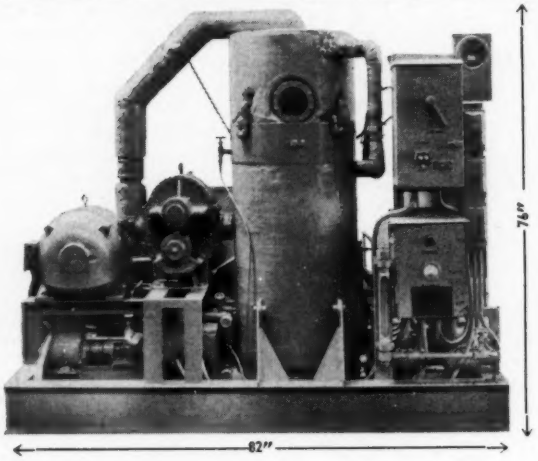

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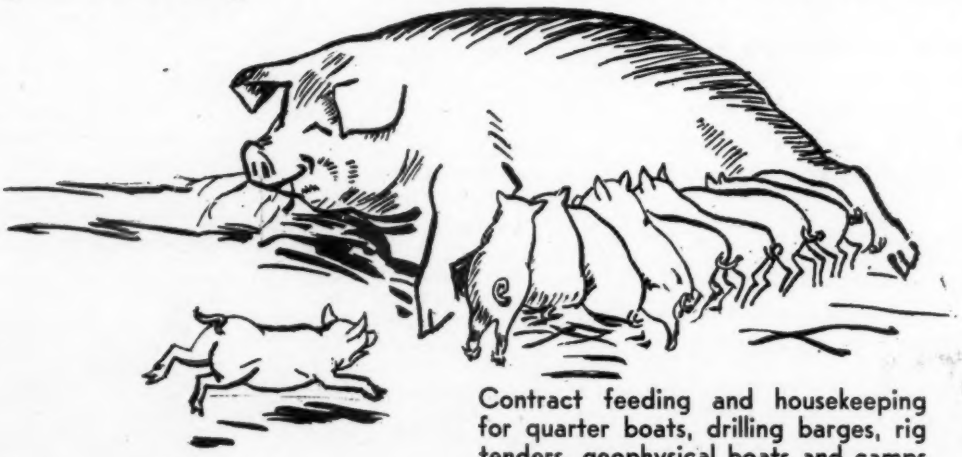

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New Orleans . . .

American Tidelands Unveils Drill Barge

Alexander-built unit, capable of operation in water depths up to 45 feet, will drill off Louisiana coast for Humble

THE latest major offshore drilling equipment to be put into service in the Gulf of Mexico is the American Tidelands 101, a submersible-type drilling barge designed and built by Alexander Shipyard, Inc., for American Tidelands, Inc.

The new mobile unit was commissioned with appropriate ceremonies on Saturday, February 12, at one of the two Alexander Shipyard plants on the Industrial Canal in New Orleans. Miss Gay Jordan, 10-year-old daughter of American Tideland's president Thomas Jordan, smashed the traditional bottle of champagne as the climax of the ceremonies. The unit was to be towed through the canal and into Lake Ponchatrain, and thence to the Mississippi sound for final tests, before going on its first location in the Gulf.

The new offshore unit is a self-contained, all-steel fabricated submersible-type drilling barge capable of operation in water depths up to 45 feet. The barge hull is 200′ long, 74′ wide, and 13′ deep. Comfortable, air-conditioned quarters are provided for 40 men. A five-compound diesel electric generating plant provides 2000 hp for drilling operations, while other power units operate pumps and mud mixers.

The drawworks are driven by two 800 hp electric motors. The 142-foot derrick has a one million pound capacity. All drill pipe, casing, mud pumps, cementing unit, active mud tanks, bulk mud and cement storage are located on the barge. Piperacks are located amidship. Mud tanks have a capacity of 1200 barrels of liquid mud and 4800 sacks of reserve bulk mud.

Construction on the giant drilling barge, built at an approximate cost of $2 million, was started in April of 1954. It was completed within ten months of the starting date. The overall weight of the structure, including machinery and the 142-foot derrick, totals slightly in excess of 4,000 tons.

Operation of the sea-going rig will represent American Tidelands' first venture into the blue chip search for oil offshore. The company was organized for that purpose in February of 1954 by a group of Texas and Louisiana oil and water transportation men. President of the company is Thomas L. Jordan, who is a partner in Thomas Jordan & Company, vice-president of River Company, Inc., vice-president of Jordan River Line, independent oil operator and one of the largest boat and barge operators on the Mississippi.

Spencer F. Rowan is vice-president and general manager of American Tidelands, Inc. Rowan is recognized as an outstanding drilling and production engineer, and previously was assistant to the superintendent of drilling in the Gulf area for the Texas Company.

Edmund H. Crane is secretary-treasurer of American Tidelands, Inc.,

(Continued on next page)

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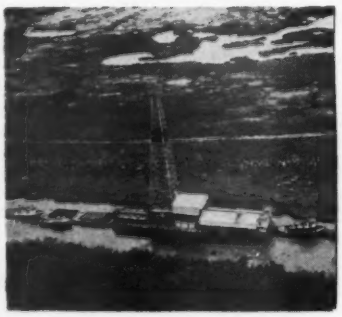

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and is active in other Jordan enterprises. Company offices are in Balter Building in New Orleans.

The new drilling barge will be used for contract drilling in the Gulf, and is now under lease to Humble Oil & Refining Company. Its first location will be off the Louisiana coast. The unit is capable of drilling to a depth of 18,000 feet.

The Alexander Shipyard has pioneered in building offshore drilling barges and the American Tidelands 101 is the third of five similar barges built by the company or currently under construction.

The present company is the outgrowth of a small shipyard established more than a quarter of a century ago in New Orleans by the late Lester F. Alexander, pioneer shipbuilder and waterways expert, who died recently.

The present company was founded in 1945 and is in charge of Leslie Durant, executive vice-president and general manager.

McBride License . . .

(Continued from page 13)

government of British Guiana to explore for oil on the Continental Shelf adjacent to the crown colony.

The concession, announced by Her Majesty's government in Georgetown, will cover a 4,000 square mile area of the Continental Shelf.

Under the terms of the agreement, McBride must drill a well to a depth of at least 10,000 feet within twelve months time—or until a granite basement or oil or gas has been reached. The San Antonio corporation also agrees, within two years, to carry out seismic work as approved by the colonial government.

If the corporation's wildcat efforts are successful and oil is found, it will receive a mining lease on half the area involved.

Negotiations concerning the license have been going on for some time, it has been announced. George Green, the company's exploration manager, worked out the final terms with the British Guiana government.

Oil Scouts . . .

(Continued from page 15)

president; Bill Failing, Humble Oil & Refining Company, vice-president; and Earl Fredericks, Jr., Sinclair Oil & Gas Company, secretary-treasurer.

Meetings are held every Wednesday afternoon. Correspondence should be addressed to Mr. Fredericks, Sinclair Offshore Division, 860 St. Charles St., New Orleans, La.

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Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. Barnsdall-Hayward Design, 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	20′	Drilling for Pure
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44	40′	Drilling for Shell in Block 17, East Cameron Area
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	40′	Drilling for Shell, Block 27, South Pass Area
California Company Friede & Goldman Design, 11′ x 60′ x 140′, with four 3′ x 10′ x 35′ pontoons	S-44	20′	Damaged by fire, Main Pass Area
Offshore Company 8½′ x 70′ x 203′ with 14 6′ pontoons	Mobile Unit No. 1	50′	Drilling for Humble at Grand Isle
Offshore Company Delong Design, 13½′ x 117′ x 220′, with six 6′ cassions	Mobile Unit No. 2	100′	Commissioned Feb. 12, leased to Humble
American Tidelands, Inc. Hayward Design, 12′ x 74′ x 200′ with four pontoons	—	45′	Commissioned Feb. 12, leased to Humble

Mobile Rigs Under Construction

Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward"	25′	Alexander shipyards, to be completed March, 1955
G. C. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	100′	Bethlehem Shipyard, being modified; ready in March
Offshore Company Delong Design, 14½′ x 72′ x 22′, with six 6′ cassions	Mobile Unit No. 3	40′	Alexander Shipyard, to be completed June, 1955
Zapata Offshore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	—	70′	LeTourneau-Vicksburg, to to completed June, 1955
Penrod Drilling Company Levingston Design, 10′ x 72′ x 220′, drydock with rig in place	—	35′	Levingston Shipyard, being modified, Spring delivery

Drilling Tenders

CATC **Continental Oil Company** **Atlantic Refining Company** **Tidewater Assoc. Oil Co.** **Cities Service Oil Co.** New tender, 260′ x 54′	"J. C. Craig"	—	West Delta Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	—	Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"		To be completed April, 1955

(Continued on page 38)

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Classification Of Offshore Drilling Structures

by RICHARD J. HOWE
Shell Oil Company

It has been pointed out that a practical classification of offshore drilling structures can be a very effective design tool. Each type structure has certain inherent desirable and undesirable features. But one general classification of these structures is very difficult, because there are so many possible combinations. For this reason, structures are listed here by three different classes: (1) the amount of equipment located on the structure, (2) the degree of mobility and method of installation, and (3) the method of support.

In the first short article of this series, classification was detailed according to the amount of equipment located on the structure. It is the purpose of this presentation to establish classification by degree of mobility and method of installation.

Stationary Platforms

Template-type stationary platforms . . . The stationary, template type of platform has been the predominant method by which offshore wells have been drilled to date. These stationary platforms can be either tender-type or self-contained structures. A majority of the stationary platforms erected to date are composed of a template through which piles are driven after which a deck section is placed on top of the piles.

Unbraced-pile stationary platforms . . . The stationary, unbraced-pile platform, which has not been utilized to any great extent, does have certain desirable features. This type of structure does not necessarily require the use of a derrick barge for installation. This could represent a considerable cost saving, particularly in remote locations where no heavy handling equipment is available.

This type of structure would probably be installed with a deck moved on location by one or more barges, piling driven, and the deck clamped to the piling. The barge would then be removed leaving the platform standing.

Mobile Units

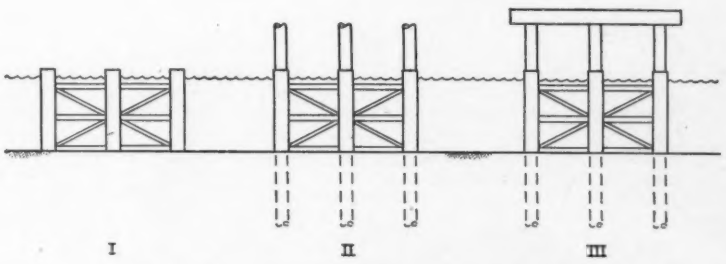
Submersible-hull mobile units . . . At the present time there are more submersible-hull units in operation than any other type of mobile unit. This popularity probably results from the fact that the basic design of these units is an extension of the proven inland drilling barge principle. These units are moved to location in a floating position with their drilling decks some 50 to 60 feet above the water, and then are lowered to the bottom by flooding the lower hull.

The method by which the unit is lowered to the bottom varies. Some units lower bearing surfaces to bottom to stabilize the unit, thus allowing the hull to be lowered in a horizontal position. Other units simply sink one end first to establish stability and then lower the other end. A majority of submersible mobile units have pontoons which they use as additional stability members. By necessity these units always have a thick lower hull since it must be capable of supporting the unit in a floating position. This thick lower hull presents some rather severe problems in the way of differential pressure head forces caused by waves. To date, the largest of these units is limited to a depth of approximately 40 feet of water; however, units of this type are currently being proposed which will drill in 60 feet of water or deeper.

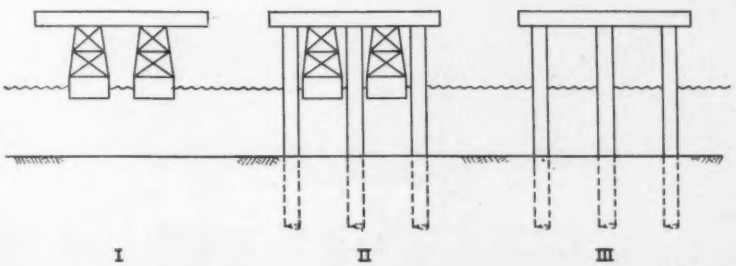
Elevating-deck mobile units . . . The elevating-deck type of mobile unit floats on location with its drilling deck at or near the water level, and in most cases the drilling deck is actually utilized as the floating support member. These units generally have a thin lower hull or columns with bearing surfaces which are lowered to the bottom to establish bearing. After the bearing has been established, the drilling deck is raised to the necessary height above the water level to clear the maximum design waves.

One elevating unit currently in operation uses piling support rather than hull support. This unit is towed on location with the drilling deck floating. The piles are then lowered or dropped and forced to

(Continued on page 24)



INSTALLATION OF TEMPLATE-TYPE STATIONARY PLATFORMS



INSTALLATION OF UNBRACED-PILE STATIONARY PLATFORMS

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SEWART SEACRAFT TRIPLE-SCREW PERSONNEL TRANSPORT

Incorporating a revolutionary new concept of power, this 45-foot all-steel Sewart triple-screw personnel transport delivers that extra speed so essential in offshore operations. Designed and built by Sewart Seacraft for the George Engine Company of Harvey, La., the TRIPOD is a big crew boat with a small boat's maneuverability and speed. Certified by the U. S. Coast Guard to carry 22 passengers, the TRIPOD is powered with three 6-71 GM diesel engines — and has a cruising speed when fully loaded of 24.5 miles per hour!

Outfitted on a par with the finest Seacraft, the TRIPOD has been sold to Tripod Boats, Inc. of Berwick, La., and is now in service with a major oil company.

"Mallard"

SEWART SEACRAFT ALL-ALUMINUM PUMPER-GAUGER TRANSPORT

Once again Sewart Seacraft has demonstrated its leadership in service to the oil industry . . . by designing and constructing the first all-aluminum personnel transport ever to be built for use in the marine oil fields! This 20-foot welded all-aluminum boat is especially designed for pumper-gauger transportation. Powered with a 48 horsepower Gray Marine gasoline engine, the boat has a top speed of 23.25 miles per hour.

Delivered to a major oil company, the all-aluminum Seacraft will be put into service in the marine oil fields near Houma, La.

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"Buda Driller"

SEWART SEACRAFT 65-FOOT PERSONNEL TRANSPORT

Designed and built by Sewart Seacraft for the Mechanical Equipment Company of New Orleans, the BUDA DRILLER is an all-steel welded 65-foot personnel transport . . . the fastest crew boat of its size afloat. Powered with two 300 hp Buda diesel engines, the BUDA DRILLER cruised at a record-breaking 21.4 miles per hour in recent trial runs in choppy seas!

Certified by the U. S. Coast Guard to carry 30 passengers for hire, the BUDA DRILLER combines speed, rugged strength and easy maneuverability with the graceful lines of a yacht.

"Jerry"

SEWART SEACRAFT 80-FOOT CREW-CARGO BOAT

Designed and built by Sewart Seacraft for the George Engine Company, and sold to Arthur Levy of Berwick, La., the JERRY has turned in such an excellent job record that the owner has ordered a second identical work boat!

Certified as a Motor Vessel by the U. S. Coast Guard, the JERRY has a length overall of 80 feet and meets every requirement for a general purpose work boat in the offshore oil fields. Big and tough, she has excellent seaworthiness and is equipped to transport deck cargo, fuel, water and personnel wherever they are needed — in good weather or bad to offshore drilling rigs.

Two GM Diesel Engines Model 62203, supplied by George Engine Company and each rated at 289 shaft horsepower, give the JERRY a cruising speed of 12.5 miles per hour.

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engineering

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Classification . . .

(Continued from page 21)

the desired penetration by jacking or pushing on alternate piles. When the piles have gained sufficient penetration to support the unit and resist storm loads, the drilling deck is elevated to the proper height above the water.

There are also proposed elevating units which have divided lower hulls —that is, they lower four corner posts, cassions, or structural members to the bottom with sufficient area to establish bearing capacity and then elevate their deck sections to the desired height.

One problem associated with the elevated-deck type of structure occurs when the drilling deck is being raised off the water under moderate wave conditions. At this point the upward force of the waves striking the underside of the deck can cause quite severe damage. Also, the design of elevating mechanisms capable of exerting large forces on a smooth, circular pile has been a difficult engineering problem.

Elevated-deck mobile units . . . The elevated-deck type of mobile unit moves on location with its drilling deck approximately 40 to 50 feet above the water, and the drilling deck remains at this height during the entire installation procedure. These units establish their initial stability by lowering piles or bearing surfaces to the bottom. When these piles or bearing surfaces have established sufficient bearing capacity, the floating hull or unit upon which the drilling deck was floating is either lowered to the bottom or removed.

One of the elevated mobile units recently completed operates on the principle of floating on location and dropping its piles to the bottom, jacking the piles to the desired penetration, lowering the hull or floating member to the bottom, and clamping the hull to the piles to establish both pile and hull support.

Another elevated mobile unit which has been proposed moves on location and lowers bearing surfaces, which are buoyant and which are supporting the drilling deck at all times, to the bottom, one at a time, thus establishing the necessary capacity to support the structure verticaly and laterally.

(This is the second of three articles by Mr. Howe. The third, covering classifications by method of support, will appear in an early issue of OFFSHORE OPERATIONS.)

News from the
SHIPYARDS

Powered by Stewart & Stevenson . . .

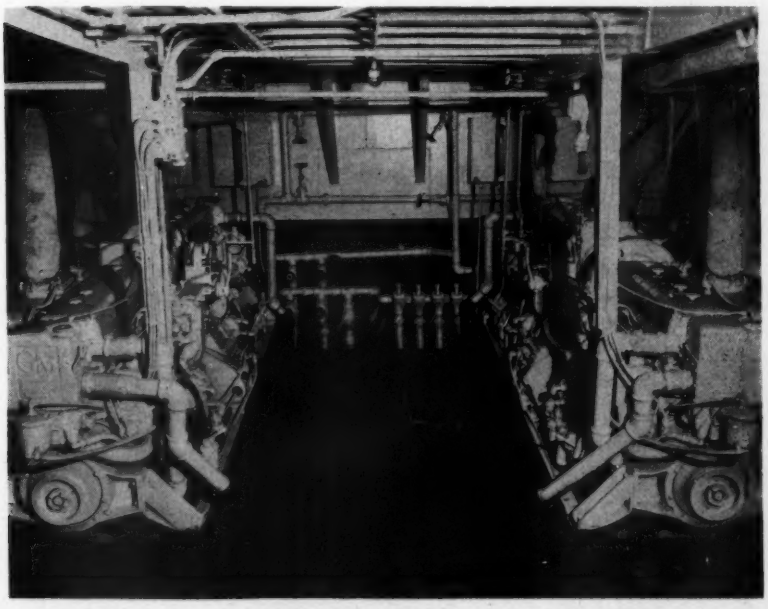
Tandem Drive For Offshore Utility Craft

THE Tilman J is among the first of many offshore utility craft being equipped with tandem GM diesel drive. The 100-ft. all-purpose vessel, designed and constructed by the Burton Construction & Shipbuilding Co., Inc. of Port Arthur, Texas, will be used for towing and for transporting rig personnel and light supplies to offshore drilling sites.

Twin screw tandem 6-110 GM diesel engines, supplied by Stewart & Stevenson Services, Inc., of Houston, Texas, give the vessel a versatile range in both power and performance. The **Tilman J** is particularly adaptable to drilling operations at great distances from land. In the

(Continued on next page)

GM 6-110's, arranged in tandem, make the Burton-built TILMAN J particularly adaptable to drilling operations at great distances from land



Engine room of the TILMAN J. The twin screw tandem 6-110 GM diesel engines give the vessel a wide range in both power and performance.

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On the dock beside the newly-completed TILLMAN J: Ray Loden, of Stewart & Stevenson; O. W. Burton, president of the Burton Construction & Shipbuilding Co.; T. J. Falgout, Jr., of the Falgout Boat Contracting Co.; and Jimmy Garner, chief engineer of the Burton Construction & Shipbuilding Co.

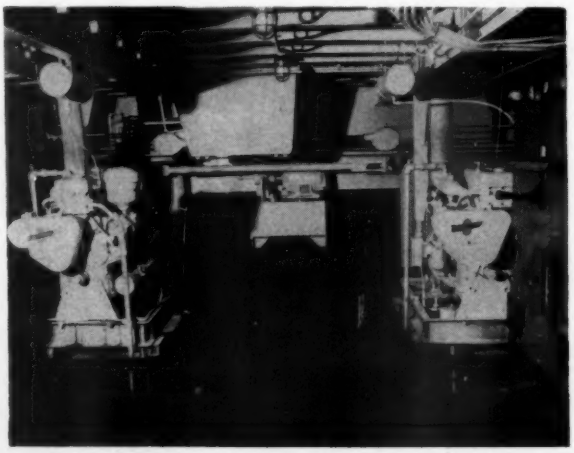
Tandem drive . . .

For Offshore Utility Craft

event of a shutdown of one of the two engines of a tandem unit, the vessel can continue operation without loss of speed on three engines, and expensive down time is thus held to a minimum. Repairs can be performed underway and it is practically impossible that the vessel will be taken out of service due to engine failure. The utmost in reliability and safety to personnel is provided by this unique GM tandem arrangement.

The power hook-up makes the **Tillman J** an ideal craft for exploration duty, as well. For foreign operations, or for areas of operation at great distances from a marine base, the vessel can switch to a single engine on a shaft with a slight change in wheel rpm.

Dimensions . . . Delivered Feb. 15 to T. J. Falgout of Galveston, Texas, the **Tillman J** has a length overall of 100 feet. The beam is 25′ and the draft 8′. Depth is 12′ amidship. The moulded hull has a 20′ bow, which



The two GM diesel-powered electric generators, also supplied by Stewart & Stevenson, are rated 22 kw (110-220 a-c) each.

is unusually high. The cargo hold has a 150-ton capacity and measures 30 x 25 x 7.5 feet.

Construction . . . Of all-steel welded construction, the **Tillman J** has a 5/16" shell, 4 x 3 x 5/16-inch angle iron on 18" centers, 3/16" deck plating forward and 1/4" plating aft of the deckhouse.

The deckhouse has 3/16" plating.

Accommodations . . . The vessel has accommodations for 4 up and 10 down, with room for more in the event extra accommodations are called for. Maindeck facilities include a guest stateroom and office, galley, lounge and crew's quarters. Visibility of 360° is afforded from the wheelhouse. Port lights were utilized instead of drop windows, and all doors are watertight. There is 50' of open deck space aft of the deckhouse.

Appliances and auxiliaries . . . All-electric appliances include stove, refrigerator, large deepfreeze and television. The vessel is radar-equipped, and has two fathometers and a 75-watt ship-to-shore radiotelephone. Auxiliaries include two GM diesel-powered electric generators, also supplied by Steward & Stevenson, and rated 22 kw (110-220 a-c) each. The **Tillman J** has an electric hoist, hydraulic steering, and full wheelhouse control.

Additional features . . . The two tandem GM 6-110's drive 58" x 38" four-blade propellers. Reduction ratio is 4:1. The vessel's double bottom has a fuel capacity of 17,000 gals. Two wing tanks hold 2,000 gals. of fuel each. In addition, an aft fuel tank will carry an extra 3,000 gals. of diesel fuel or water.

The vessel is insulated throughout, and oil-resistant rubber tiling has been used in the wheelhouse and living areas.

Falgout Boat Contracting Co. . . . The Falgout Boat Contracting Co., of Galveston, Texas, had six boats operating in the Gulf of Mexico prior to the outfitting and delivery of the **Tillman J.** Three of the boats are on exploration duty, and three are assigned to production service. The new 100-ft. utility craft is scheduled for service with a major oil company.

The **Tillman J** is the fourth offshore utility craft to be delivered by the Burton Construction & Shipbuilding Co. in the last ninety days. Two 110-ft. class vessels—the **Spindletop** and **Wildcat**—were delivered to the Marine Service Co. of Houston, Texas. All of the vessels were powered with GM 6-110's. Stewart & Stevenson made complete power installations on the **Spindletop, Wildcat** and **Tillman J.**

Main Pass Block 67 Field Off Plaquemines Parish Confirmed By California Company

The California Company has successfully confirmed oil production in the new Main Pass Block 67 field off Plaquemines Parish at the No. 2 State lease 2557. With total depth at 6969 feet, 7-inch pipe was cemented at that point and perforated in discovery sands from 6854 to 6870 feet for a flow of 210 barrels of 33.1 gravity oil daily on 9/64-in. choke, tubing pressure 1600 pounds, gas-oil ratio 785 to 1.

Humble Completes Well Off Jefferson Parish, Louisiana

Humble Oil & Refining Co. earlier in the week completed the A-7 State Lease 801 off the Jefferson Parish coast, flowing 259.2 barrels of 30.4 gravity oil per day through 1/8" choke, tubing pressure 1220 lbs. Total depth is 10,570 feet with 7⅝" pipe set to 8819 feet. Completion was in perforations 8100-20 feet.

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The TRIPOD, developed by the George Engine Company and designed and built by Sewart Seacraft, is a truly distinguished addition to the offshore fleet. It has a top speed of 25.7 mph—and is the first triple-screw crew boat ever constructed for oilfield use.

Seacraft for '55

Sewart Introduces New Models

Industry gets look at first triple-screw offshore crew boat, first all-aluminum boat for marine oil field use, and fastest 65-foot crew boat on the Gulf Coast

SEWART SEACRAFT, INC., of Berwick, La. has attained a smashing success in a highly specialized field by never being satisfied with its own product.

There are over five hundred **Seacraft** in use in the marine oil fields today. Distinctive in appearance, the **Seacraft** is justly famed for its speed and dependable performance; yet the builder is continually experimenting with new designs, new materials and new power techniques.

As a result, Sewart has made distinguished contributions to the offshore personnel transport field. The company has achieved many firsts (it is also first in sales); and three new models, recently announced, are attracting industry-wide attention. The new **Seacraft** amply demonstrate Sewart's leadership in the field, and will influence the design and construction of other offshore craft for years to come.

The MALLARD is the first all-aluminum boat built especially for oilfield use. The trim 20-foot Seacraft has a top speed of 23.25 miles per hour.

The new Sewart line includes the first triple-screw crew boat ever to be built for offshore use; the first all-aluminum boat built for pumper-gauger transportation; and the fastest 65-foot crew boat on the Gulf Coast.

Triple-screw transport . . . Designed by Sewart vice-president Ken Hidalgo, and built by Sewart Seacraft for the George Engine Company, Inc. of Harvey, La., the **Tripod** is the first offshore crew boat ever to be constructed with triple screws. The unique personnel transport has an overall length of 45' with a 14' beam. Equipped with bus-type seats, it is certified by the U. S. Coast Guard for carrying twenty-two passengers for hire.

There has long been a need for a big offshore transport with a small boat's maneuverability and speed. As conceived by George Engine Company, a triple-screw vessel was the answer. As designed and con-

structed by Sewart Seacraft, the **Tripod** has more than met the expectations of both the planner and builder.

Powered with three 6-71 GM diesel engines, supplied by George Engine Company and driving 28" x 32" wheels with a 2:1 reduction, the **Tripod** has a cruising speed of 24.5 mph fully loaded. It attained a top speed of 26 mph in recent trial runs.

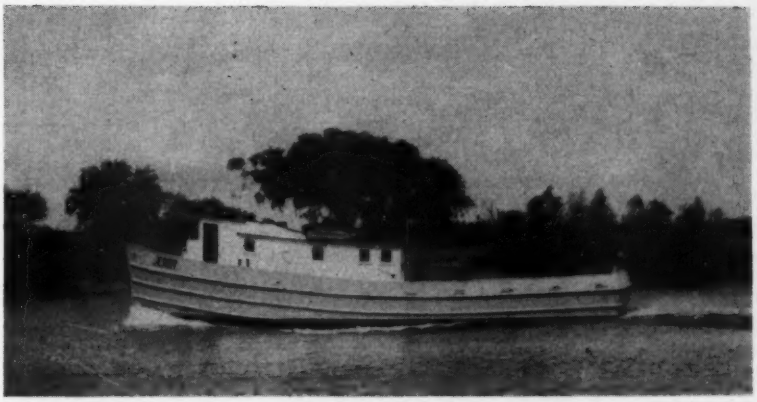
This extra speed makes the revolutionary new **Seacraft** ideal for emergency use in the offshore oil fields, as well as for quick, safe transportation of supervisory personnel to offshore drilling sites. Another practical application is ferrying crews on long runs where travel time is being paid and non-productive hours must be held to a minimum.

The **Tripod** has 3/16" shell plating. The cabin is constructed of 3/4" marine plywood. The mechanical steering gear is Fred Sewart's own design, and is so sensitive the operator has finger-tip control. Designed to take rough water, the boat has a deep "V" hull and doesn't pound in heavy seas. Sold to Tripod Boats, Inc. of Berwick, La., it will go on a Loffland Bros. job with Sinclair, working out of Leeville, La.

The **Tripod** is the first of six triple-screw crew boats to be built by Sewart for George Engine Company.

Size and speed . . . Designed by Ken Hidalgo, and built by Sewart for the Mechanical Equipment Company, Inc. of New Orleans, the **Buda Driller** combines size with speed. It is the fastest 65-foot crew boat on the Gulf Coast.

Certified by the U. S. Coast Guard to carry 30 passengers for hire, the **Buda Driller** is powered with two 300 hp Buda diesel engines supplied by the Mechanical Equipment Company and driving 34" x 32" propellers at a 2:1 reduction. In recent trial runs, in choppy seas, the **Buda Driller** cruised at 21.4 mph.



The 80-foot JERRY has a topnotch performance record as a work boat in the offshore oilfields. Its owner has ordered an identical vessel from Sewart.

The vessel measures 65' x 17' with 3/16" shell plating. All auxiliaries are Buda powered. The mechanical steering gear is composed of Markey and Edson units.

The **Buda Driller** combines speed, rugged strength and easy maneuverability with the graceful, sweeping lines of a yacht. It has yacht-type finish, and is outfitted on a par with the finest pleasure craft afloat.

Aluminum transport . . . Recently completed by Sewart Seacraft was the first all-aluminum boat to be built for use in the marine oil fields. To be used for pumper-gauger transportation in the Houma, La. area, the utility craft measures 20 x 7.5 feet. Construction is of 1/8" welded marine aluminum of a type tested by the U. S. Navy and used by the Navy in new torpedo boat construction.

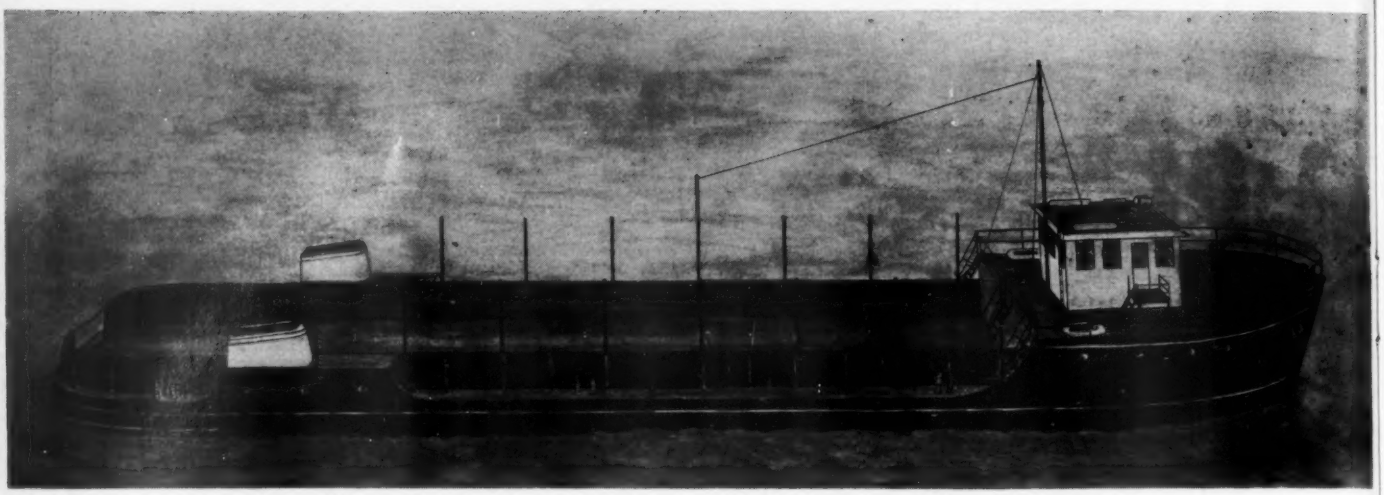
Five steel boats of identical size and design were built by Sewart for the same oil company, so that adequate comparison between the steel and aluminum hulls is assured in field tests. In speed tests the aluminum hull is faster than the similar steel hull, due to difference in displacement and weight.

The steel transports have an average top speed of 18.5 mph. Powered with a 48 hp Gray Marine gasoline engine driving a 20" x 17" propeller, the aluminum transport has a top speed of 23.25 mph.

The use of aluminum may revolutionize new boat construction for certain types of duty in the marine oil fields along the Gulf Coast, where salt or brackish water has a highly

(Continued on page 31)

In recent trial runs, in choppy seas, the BUDA DRILLER cruised at 21.4 miles per hour. Built for the Mechanical Equipment Co., it is the fastest 65-foot crewboat on the Gulf Coast.



Arnold V. Walker Shipyard . . .

Sea Service, Inc. Orders Two 135-Foot Offshore Cargo Vessels

- **First ships of their size and tonnage to be built especially for oilfield hauling**
- **Designed to carry 3500 barrels of drilling water to offshore rigs**
- **Will do offshore towing of drilling barges and tenders, act as standby tug**

SEA SERVICE, INC., of Harvey, La., has under construction at the Arnold V. Walker Shipyard in Pascagoula, Miss., two 135-foot cargo vessels—the first ships of their size and tonnage ever to be built especially for oilfield hauling.

Designed by Bill Henderson, president and general manager of Sea Service, Inc., and Arnold V. Walker, president of the Arnold V. Walker Shipyard, the identical vessels are 135′ long, 32′ wide and 10′6″ deep. Normal draft is 6 feet. Draft when fully loaded is 8′3″. Powered by two 600 hp diesel marine engines driving twin screws, the vessels are of all-steel welded construction; and will be among the most versatile work boats in the offshore oil fields.

Built at an approximate cost of $250 thousand each, the vessels have approved load lines for coastwise operation, as well as for operation in the Gulf of Mexico and the West Indies—making them useable in the entire Caribbean area.

Due to restrictions placed on the size of supply ships by the mooring lines of tenders, the new cargo vessels have a maximum length for convenient and safe use in offshore drilling operations. According to Mr. Henderson, Arnold V. Walker Shipyard will build two additional cargo vessels, similar in size and design, for Sea Service, Inc. Construction will start as soon as plans can be submitted to the U. S. Coast Guard and American Bureau of Shipping for approval.

The two later vessels will be designed not only to carry 3500 barrels of drilling water to offshore rigs, but to carry a similar amount of crude oil on the return trip. Cleaning of tank compartments will not be necessary, as the water hauled will be used only for drilling. In this capacity, the vessels will be placed in service in fields where there is both drilling and production.

Each ship is capable of carrying two large stacks of range 3 drill

Bill Henderson, left, president of Sea Service, Inc., signs contract with Arnold V. Walker, president of the Arnold V. Walker Shipyard, for delivery of two 135-foot offshore cargo vessels.

pipe. The vessels are also designed to do offshore towing of drilling barges and tenders when not transporting oil or water, and act as standby tugs.

Delivery of the first two cargo vessels is scheduled for the end of May.

Sea Service, Inc. . . . There is a critical need for big, rugged supply ships that can go anywhere offshore —and back of Sea Service, Incorporated's decision to build a fleet of large cargo vessels, there is a story.

Bill Henderson, president and general manager of Sea Service, Inc., has had considerable experience in the field of offshore operations. He is a licensed marine engineer and a member of the Society of Naval Architects and Marine Engineers. For the past two and one-half years, he has been marine superintendent for Kerr-McGee, in charge of all marine maintenance and equipment.

In this capacity, Mr. Henderson had ample opportunity to study offshore equipment and evaluate the needs of the industry. Realizing the shortage of the right kind of equipment, he decided to build it. Working with Mr. Arnold V. Walker, he developed plans for a supply ship that he knew from practical experience was the answer to a pressing problem in the marine oil fields. More than just a work boat or supply boat, it is a vessel flexible enough to handle any job offshore; and with its range and power, it is adaptable to oil operations anywhere in the Gulf.

Seacraft for '55 . . .

(Continued from page 29)

destructive corrosive effect on steel hulls. Interest in the performance and durability of the first all-aluminum **Seacraft** is therefore considerable.

A topnotch work boat . . . Still another Sewart Seacraft that has turned in an admirable performance record is the crew-cargo boat **Jerry**. Delivered recently to Arthur Levy, of Berwick, La., the **Jerry** measures 80′ x 21′ x 11′ amidship, and has a mean draft of 7 feet. Powered with two 6-110 GM diesel engines supplied by George Engine Company, the **Jerry** has a cruising speed of 12.5 mph and a top speed of 14 mph.

Built to transport crews, haul light supplies, and for towing, the **Jerry** amply demonstrated her rugged seaworthiness during the recent storm off the Louisiana coast. Several barges broke loose at an offshore location. In 15-ft. seas, the **Jerry** ran down and "lassoed" the fugitive barges, and towed them to safety.

The owner was so pleased with **Jerry's** performance that he has placed an order for an identical

(Continued on page 34)

A PROVEN DESIGN . . .

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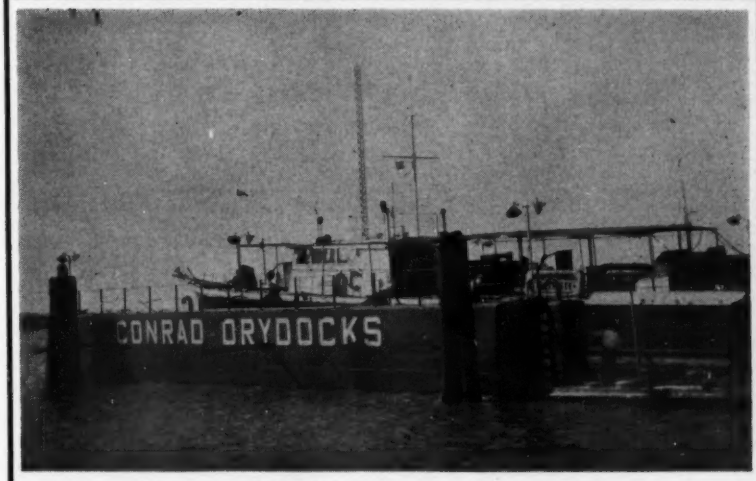

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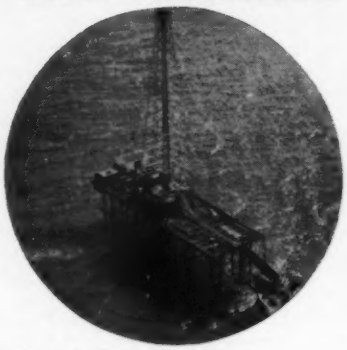

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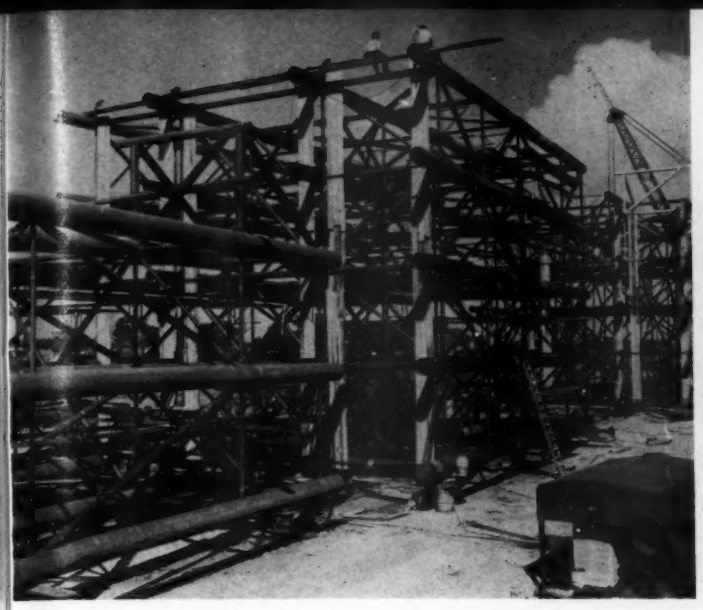
Thirty-Two P

THE Dupont brothers—E. W. and A. P.—of Patterson, La., build so many things out of steel that it would take a special bookkeeper just to keep track of their various operations.

As Dupont Fabricators, Inc., the brothers have built thirty-two offshore structures—more than anyone else in the business. The world's largest self-contained template-type drilling platform—a mammoth structure set in 35-ft. of water off the coast of Texas—is their handiwork; and so is the first tank battery ever to be erected offshore.

Dupont Fabricators build not only the platforms for tank battery structures, but the tanks as well. They fabricate steel piling. The company has built barge-mounted compressor stations, gasoline barges, cargo barges —and converted and rigged-up at least one deck barge for shallow-water drilling. Mud tanks fabricated by Dupont are used extensively on offshore drilling platforms, as well as for bulk mud storage onshore.

But that doesn't cover the whole picture. Operating as E. W. & A. P. Dupont, Inc., the brothers also manufacture a line of trim, tough all-steel yachts under the trade name **SaftiCraft. SaftiCraft** are not only nationally famed as pleasure craft, but have proven ideal for transporting oil field personnel to and from marine drilling sites. Because of their speed and dependability, more and more



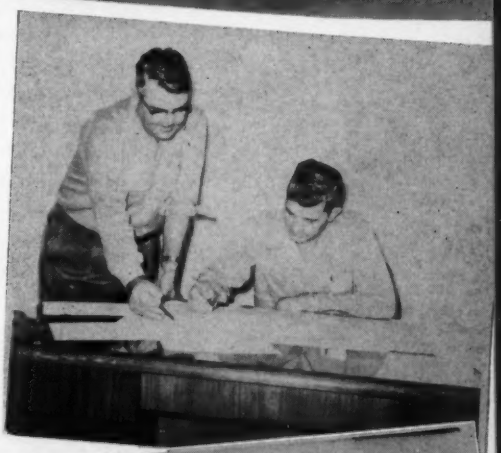
Two Platforms Went To Sea

are being used by oil companies operating offshore.

Still another item manufactured by the Duponts is the Dupont Cart, widely used in rice farming both here and in foreign countries. The truth of the matter is that the Dupont industries have expanded so fast they have outgrown the company's modern, fireproof plant on the Little Atchafalaya River (lower Bayou Teche) between Patterson and Morgan City, La., and in the near future the brothers plan to add 15,000 square feet of building space plus a 50-acre marine yard where offshore production will be handled on an assembly line basis.

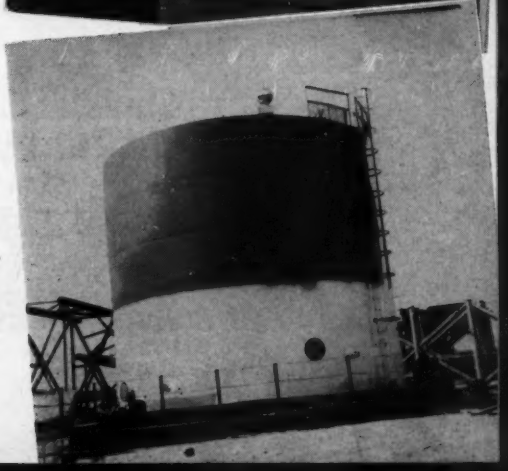
History . . . The company was started in 1944 in Scott, La. by E. W. Dupont. At that time A. P. was in Arabia, with the Chicago Bridge Company; but he soon returned home to go into business with his brother, and in 1947 the Duponts moved to Patterson, La. Their first offshore drilling platform was built soon afterward, and they have been constructing offshore equipment continuously ever since—with the exception of the period when tidelands operations were shut down due to the controversy between the state and federal governments over ownership. But the Duponts weren't idle during that interval. They whiled away the time by

(Continued on next page)



Top: The modern, air-conditioned office at the company plant in Patterson, La. Center: A. P. (standing) and E. W. Dupont. Their first offshore drilling platform was built in 1947. Below: Dupont Fabricators build not only the platforms for offshore tank batteries, but the tanks as well.

SAFTICRAFT are nationally famed as pleasure craft. The fast, rugged all-steel boats are used extensively in the marine oilfields, as well.



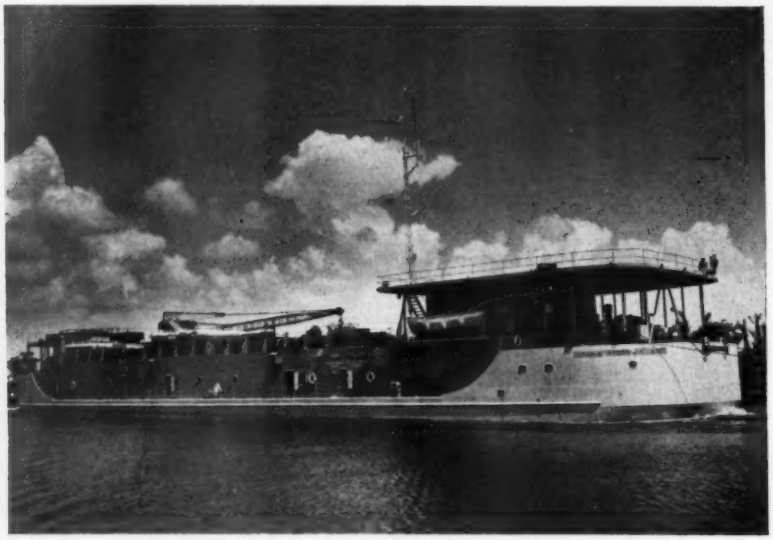
Seacraft for '55 . . .

(Continued from page 31)

work boat to be delivered in the near future.

The growing fleet . . . Last week Ken Hidalgo was in Chicago for a boat show, with a keen eye out for anything new. At the company's sprawling plant on the Bayou Teche just outside Berwick, La., motors throbbed as the firm's founder and president, Fred Sewart, put a new boat through its paces. The two men alternate in taking trips to boat shows, to Navy installations—anywhere research in design is being done. Fred Sewart recently returned from a boat show in New York.

In nine years, Sewart has won a tremendous reputation. Yet it is doubtful that either Fred Sewart or Ken Hidalgo will ever be completely statisfied. They will go on seeking ways to improve the **Seacraft,** in performance and in design. And if better boats are built, they will undoubtedly build them—as they have proven more than five hundred times!



The Levingston Shipbuilding Company of Orange, Texas, long known for its construction of fine tugs and barges, is proud of the reputation it has gained as "The Oil Industry's Shipyard." Levingston is a pioneer in the development and construction of Submersible Drilling Barges and Compressor Stations and is now also engaged in the construction of offshore equipment for the Oil Industry. Pictured here is one of several Offshore Drilling Tenders constructed by Levingston to date.

Levingston

SHIPBUILDING COMPANY

"THE OIL INDUSTRY'S SHIPYARD"

ORANGE, TEXAS

DRILLING BARGES • COMPRESSOR BARGES
DRILLING TENDERS and OFFSHORE EQUIPMENT

Dupont Fabricators . . .

(Continued from page 33)

building two 185' gasoline barges for the U. S. Navy, and twelve 110' cargo barges for the Army.

Operation . . . Dupont Fabricators, Inc. have built twenty-eight offshore structures for a single oil company with extensive marine operations off the Louisiana coast. Construction is on a production line basis. As many as thirty welding machines may be working at once. Dupont has trained personnel to handle every phase of the operation, including sandblasting and coating, and the installation of monel sheeting on jacket sleeves in the splash zone.

Along with new construction, a major facet of the company's business has been the repair of platforms salvaged after unsuccessful drilling operations in the Gulf. Dupont Fabricators have reconditioned more than a dozen such platforms for new locations, and the company's planned expansion of its marine plant will facilitate the handling of platforms of all types.

Shortly after building the world's largest self-contained template-type drilling platform for a major oil company, in 1954, Dupont fabricated a second platform almost as big for the same company—to be set in 45-ft. of water. Then to round out their '54 program, they rushed to completion four additional platforms for still another company. They can complete a structure in six weeks.

SaftiCraft . . . E. W. & A. P. Dupont, Inc. purchased the **SaftiCraft** line of all-steel yachts from a New Orleans shipbuilding firm in 1951. Manufactured now at the company's Patterson, La. plant, **SaftiCraft** are available in 30, 34, 36 and 38-foot lengths. Two models were shown at the recent boat show in Chicago, and the sleek, streamlined cruisers have consistently won plaudits at both the Chicago and New York boat shows. The company built and sold 64 of these fast, dependable boats in 1954—many to oil companies for offshore use. Of rugged all-steel construction, **SaftiCraft** are built to take it, yet they are as stylishly handsome as any yacht afloat.

And there is something else to be said concerning the use of **SaftiCraft** offshore: When one of the trim, rakish craft cruises into the Gulf, it is either headed for a Dupont-built drilling or producing platform —or it passes several on the way!

News from the
SERVICE COMPANIES

Kaneweld is a famous name in steel pipe. The company pioneered the practice of setting strings of welded casing.

Kane Boiler Works, Inc.

Fifty Years Of Pipe Manufacturing

FROM the files of the Galveston Daily News of November 1, 1905, which tells of the raising of the grade on Galveston Island following the 1900 storm, there appears the following:

"While direct advices have not been received that the new dredges —**Nereus** and **Triton**—have sailed for Galveston, it is expected they started from Germany yesterday or today. The J. J. Kane Boiler Works are making 3,000 feet of discharge pipe for the use of the new dredges when they arrive here to help raise the grade."

The above newspaper clipping appears to be one of the first items of record concerning Kane Boiler Works, Inc., in the manufacture of steel pipe. At that time, the pipe was rolled from steel plate and all seams were riveted. Since then tremendous strides in quality, production, manufacture and sales have been made by this company.

To carry along in an historical vein, the year 1927 brought forth the first Kaneweld patent, again in dredging pipe, which is now known as the Kaneweld Shore Pipe, a tapered end joint which has been hot swaged and chilled in the process of manufacture.

In 1934 came another advancement in the pipe making field, in the form of a patented Bell and Spigot Joint for oil and water well casing. The Kaneweld joint and revisions are still being used in many cases for the larger diameter conductor pipe and surface casing of offshore and inshore wells.

Along with the Kaneweld casing, the company developed a fleet of welding trucks stationed throughout the Gulf Coast, which pioneered the practice of setting strings of welded casing down the hole. This was done with the cooperation of all of the major companies in the Gulf Coast area.

During the interruption of oil field operations from the years 1941 to 1945, this company with affiliated companies built barges and small welded steel tankers for the U. S. Army Transportation Corps. As soon as possible, they re-equipped their plant again for the manufacture of casing and line pipe. Since that time, in the mill in Galveston, they have designed special pipe making machinery, welding jigs and fixtures to improve the quality of large diameter welded steel pipe manufactured in accordance with A.S.T.M. and A.P.I. specifications.

In 1950, Kane Boiler Works, Inc., fabricated the 6-ft. diameter caissons used in the four DeLong-type dock barges which went to Greenland as part of "Operation Bluejay."

At the present time, all pipe made by Kane Boiler Works, Inc., is completely automatic welded both inside and out, which gives assurance to the purchaser of stronger longitudinal and circumferential seams than the parent metal, or wall strength of the pipe.

Due to the location of Kane Boiler Works, Inc., in Galveston, and loading facilities of the Galveston wharves, Kane has in the last few years been able to export to foreign countries as well as ship via intracostal waterways many tons of pipe. It is interesting to note in the past few months a contract was completed with one of the major oil companies for a dozen stalks of 30" O.D. x 5/8" wall piling in lengths of approximately 200 feet, all welds being X-rayed. This pipe weighed twenty tons per stalk, and was loaded onto barges in Galveston for offshore work without any further need for double jointing.

With the advent of future expanded offshore activities, the management of Kane Boiler Works, Inc., is doing its utmost to advance its three generations of technical knowledge in the manufacture of large diameter welded steel pipe, in an effort to better serve a great industry—the oil industry.

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. . . FOR 38 YEARS it's been going on . . . this traditionally fine marine service at ADDSCO in Port of Mobile. Designers, builders, repairers of all types of marine vessels and equipment.

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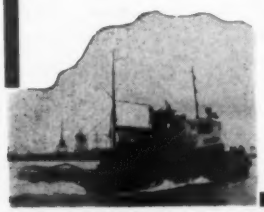

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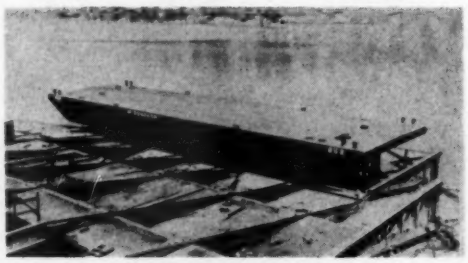

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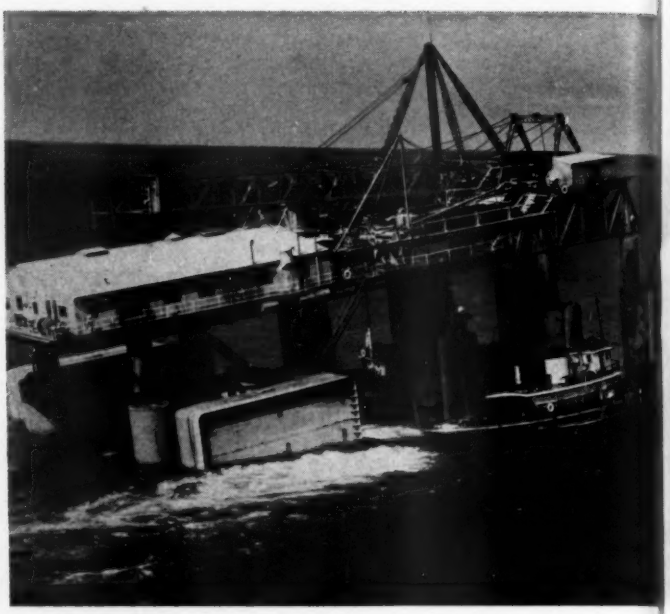


Two Crescent Towing & Salvage Co. tugs, the 1000 hp PORT HUDSON and 600 hp LILLIAN, position a giant drill barge on location off the Louisiana coast.

THE Crescent Towing & Salvage Co., of New Orleans, La., operates on the theory that the best way to meet trouble is prevent it.

The company never contracts for a towing job that calls for the use of inadequate power. In moving multi-million dollar offshore floating equipment, in particular, the company feels the use of tugs with sufficient power to meet any emergency is of critical importance. The underwriters are pleased, and for operators to protect such huge investments in every way possible seems only common sense.

Not long ago a storm caught a mammoth derrick barge on location in the Gulf. The barge was being used to erect an offshore drilling platform. As the storm mounted in intensity, it was decided to move the 300-ft. long barge with its ponderous multi-ton derrick to protected inland waters. Anchors were accordingly hoisted, and a small tug—adequate under normal weather conditions—was assigned the moving job.

But as the seas continued to mount, the situation became perilous. The small tug, bucking heavy waves and strong currents, was making less than a knot an hour. The storm, instead of abating, sent waves higher and higher, and there was actual danger of capsizing and losing a tremendously costly piece of floating equipment.

A call was sent to Crescent, and one of the company's powerful tugs raced to the scene. In 15' seas, the tow was transferred and the 1980 hp Crescent tug carried the derrick barge to safety at a speed of six knots per hour.

The company has a fleet of five tugs with a rating of more than 1000 hp, as well as several smaller tugs. The combination of power and experience has paid off in towing drilling barges to locations in the open Gulf.

Offshore Tugs . . .

Inadequate Power Is An Unnecessary Risk

Crescent Towing & Salvage Co., of New Orleans, has found that power and experience add up to a perfect safety record in towing heavy offshore equipment

Crescent has a perfect safety record in moving heavy equipment.

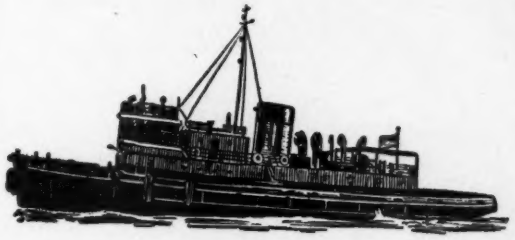
Recently, the first drilling barge support to be used on the Louisiana Continental Shelf was transported by Crescent from a shipyard in Orange, Texas, and positioned on location in the Gulf.

Two of the company's tugs—the 1000 hp **Port Hudson** and the 600 hp **Lillian**—were assigned the task of towing a drilling barge to its first offshore location. A single tug could have handled the job, in moderate seas, but the second tug was insurance against emergency.

The submersible-type drilling barge, built and rigged-up in a New Orleans shipyard, was too wide to be taken through the Industrial Canal locks. Accordingly it was towed by the **Lillian** and **Port Hudson** up the Intracoastal Canal to Gulfport, Miss. In open water just outside of Gulfport, the giant unit made several practice dives—in water depths ranging from 25 to 45 feet. Afterwards it was towed past Chandeleur, and between South Pass and Southwest Pass into East Bay. There it was sunk on location, the anchors were run, and the **Port Hudson** stood by for eight hours until everything was secure.

The Crescent Towing & Salvage Co. was formed in 1942. T. J. Smith is president of the firm, W. S. Smith, Jr., is vice-president, and E. J. Pic, Jr., operating manager. The company owns nine derrick barges and also engages in salvage operations.

Typical of the towing jobs Crescent undertakes was a recent round trip to Panama with a 260′ x 50′ barge. The 1980 hp tug **Wm. S. Smith** handled the tow, and while en route to New Orleans was diverted to Havana to take in tow a disabled Norwegian freighter with damaged boilers.



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Mobile Units And Tenders
Gulf Coast Area

Drilling Tenders

(Continued from page 19)

Same Companies as above New tender, 260′ x 54′	—	To be completed June, 1955
The California Company Converted LST, 328′ x 50′	S-21	Bay Marchand, Louisiana
The California Company Converted LST, 328′ x 50′	S-22	Bay Marchand, Louisiana
The California Company Converted LST, 328′ x 50′	S-23	Main Pass, Louisiana
The California Company LST, 328′ x 50′	S-24	Being converted
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	Aransas Pass, Texas, with Penrod rig
Gulf Oil Corporation New tender, 227′ x 60′	"Pelican"	East Cameron, Louisiana, leased to CATC
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	Not in service
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	Not in service
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	With company rig at Grand Isle, Louisiana
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	Grand Isle Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I"	Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 260′ x 48′	"Kermac II"	Drilling for Pure at East Cameron, Louisiana
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams"	Drilling for Phillips at East Cameron, Louisiana
Phillips Petroleum Company Converted YF, 260′ x 48′	"Frank Phillips"	With Kerr-McGee rig at Grand Isle, La.
Magnolia Petroleum Company Converted YF	MDT-1	Eugene Island, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-2	Eugene Island, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-3	Eugene Island, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-4	West Cameron, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-5	Eugene Island, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-6	Ship Shoal, Louisiana, with company rig
Magnolia Petroleum Company Converted YF	MDT-7	South Pelto, Louisiana, with company rig
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	With Carl Short rig at Galveston
Stanolind Oil & Gas Co. Converted LST, 328′ x 50′	No. 50	With Western Natural Gas Co. at Corpus Christi

Seagoing Safety

by BILL NEWTON
Safety Engineer, General Geophysical Co.

GULF breezes and salt spray may be just ginger-peachy for the guy on vacation, but they merely add up to rough seas and wet decks for the man doing a job on the water. So what? So he's more likely to get himself clobbered and wind up an industrial accident statistic than he would be working on land. That's what.

Bill Newton

Many a safety director is tearing out his hair trying to find a way to beat the added hazards which accompany offshore and inland water operations. Many a member of management is going to try to find a way to get his safety director on the ball—those accidents out in the Gulf are costing us too much.

Well, just hold everything, fellows. There simply is NO smooth, easy road to safe marine operations —no more than there is on land.

The whole question of safety afloat resolves itself into the well known educational problem: teach your men—persuade them, from the president down to the roughneck—that there is a correct, safe, EASY way to do every job. Then keep checking them, just like teacher handed out qizzes in school. And keep checking on them.

Just like on land, huh? Yup, just like on land.

Except that Mother Nature doesn't cooperate. She throws in those winds and that spray we just mentioned. Those wet, pitching decks make walking mighty tough. And all the non-skid desk paint in the world won't do the job if men aren't alert and aren't provided with rails and hand-holds.

So, when he gets aboard that workboat, the guy who doesn't want to get hurt finds that his job contains one more big challenge than it did before. So does his foreman. And the safety director. And the members of management.

Cheer up, though. At least there aren't any crazy drivers running wild in cars and trucks out on the water. They drive boats.

Bill Newton
Safety Engineer,
General Geophysical Co.

LOCATIONS

TEXAS

Offshore Matagorda County: Western Natural Gas Co., No. 2 State Tract 608, Gulf of Mexico, fourteen miles southeast of Port O'Conner. Directional hole, proposed to 9,000-ft. vertical depth.

Offshore Chambers County: The Texas Co., No. 1 State Tract 81, Galveston Bay, spotting twenty miles west of town of High Island. Drillsite is two and one-fourth miles east of Smith's Point field and one and two-thirds miles west of Mayes field on shore. Wildcat proposed to 7,100-ft.

Offshore Aransas County: Gulf Oil Corporation, wildcat spotted in Block 742, Gulf of Mexico.

Offshore Aransas County: Gulf Oil Corporation, wildcat spotted in Block 717, Gulf of Mexico.

Aransas County: Arkansas Fuel Oil Corp., No. 1 State Tract 80, Copano Bay. Proposed depth: 8,000-ft. Glasscock rig.

LOUISIANA

Offshore LaFourche Parish: The California Co., No. 3-K State Lease 1367, Block 3. Noble Drilling Co., contractor. Proposed depth: 6,300-ft.

Offshore Jefferson Parish: Humble Oil & Refining Co., No. 1 State Lease 804, Grande Isle Block 16 area. Proposed depth: 2,500-ft.

Offshore Plaquemines Parish: The California Co., No. 3 State Lease 2557, Main Pass Block 69 area. Proposed depth: 7,200-ft.

Offshore St. Mary Parish: Shell Oil Co., No. 8 State Lease 1667, Eugene Island Block 18 area. Proposed depth: 10,300-ft.

Offshore Iberia Parish: Magnolia Petroleum Co., No. 1-H State Lease 681, Block 89, Eugene Island Block 110 area. Building structure. Proposed depth: 14,-000-ft.

Offshore Terrebonne Parish: Gulf Refiing Co., No. 1 O.C.S. 0420, Ship Shoal Block 154 area.

Offshore Plaquemines Parish: Shell Oil Co., No. 2 State Lease 2590, South Pass Block 6 area, confirmation test. Dredging.

Offshore St. Mary Parish: Humble Oil & Refining Co., No. 1 Federal 0446, Block 77, Eugene Island area. American Tidelands, Inc., contractors. Proposed depth: 12,000-ft.

Offshore St. Mary Parish: Magnolia Petroleum Co., No. 1-B State Lease 696, Block 129. Company rig. Proposed depth: 13,000-ft.

Offshore Terrebonne Parish: Gulf Refining Co., No. 1 O.C.S. 0420, Ship Shoal Block 154 area. Proposed depth unknown.

Offshore Plaquemines Parish: Shell Oil Co., No. 3-E State Lease 1007 (O.C.S. 0349), South Pass Block 27 area. Ocean Drilling & Exploration Co., contractor. Proposed depth: 7,850-ft.

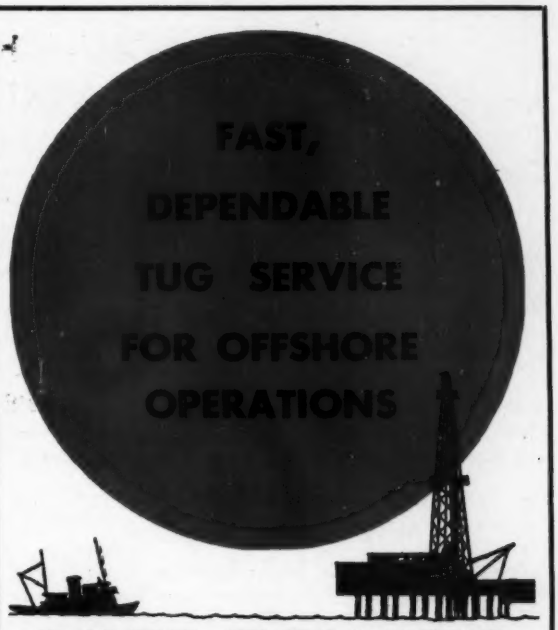
Offshore Plaquemines Parish: Shell Oil Co., No. 10 State Lease 1355, Main Pass Block 69 area. Rebstock & Reeves, contractor. Proposed depth: 8,350-ft.

Offshore Plaquemines Parish: The California Co., No. 1 State Lease 2552, Block 40.

Offshore Plaquemines Parish: The California Co., No. 1 State Lease 2589, South Pass Block 5 area. Noble Drilling Co., contractor. Proposed depth: 14,000-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 1 State Lease 2554, Block 42, South Pass area. Wildcat. Proposed depth: 13,000-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 33 State Lease 1961, Main Pass Block 55 area. Proposed depth: 10,000-ft.



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Featuring the *Gulf Master* Series

The GULF MASTER 45, pictured above, is an all-steel welded crew boat, 45' x 12' with a draft of 42" including skegs (34" without skegs).

Powered by two 6-71 GM diesel engines, furnished by the George Engine Company of Harvey, La., the GULF MASTER 45 has a cruising speed of 25 mph and a top speed of 28 mph. It is capable of carrying 24 passengers. Built for Lewis Harkey, of Slidell, La, the GULF MASTER 45 gives a smooth, level ride at high speeds while carrying heavy loads, and is extremely seamorthy.

The Gulf Master series is available in 30', 38', 40', 45', 52' and 65' lengths.

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BAYOU LA BATRE ALABAMA

COMPLETIONS

LOUISIANA

Offshore Cameron Parish: Magnolia Petroleum Co., No. 3-F State Lease 685, Eugene Island Block 10, gas well. Completed 2-2-55, TD 11,928', perforated 8-170-8,200', 7300 MCFGD on open flow.

Offshore St. Mary Parish: Shell Oil Co., No. 1 State Lease 166, Block 14, Eugene Island Block 18 field, new oil pay. Completed 2-3-55, TD 11,020', perforated 10,016-20', flowed 324 bbls. 38° gravity oil daily through 8/64-in. choke. Gas-oil ratio 555-1.

Offshore St. Mary Parish: Shell Oil Co., No. 3 State Lease 1667, Eugene Island Block 18, shut-in gas well. South offset to field discovery completed 1-3-55, TD 10,530', perforations 10,295-315', flowed ungauged amount of gas-distillate on 10/64-in. choke.

TEXAS

Offshore Nueces County: Gulf Oil Corp., No. 1 State Tract 889, Gulf of Mexico, Penrod, drilling contractor. 11,000' test. Spudded 10-21-54, perforations at 11,452-86-ft., flowed 140 bbls. 47° oil daily through 10/64-in. choke. TP 3100 lbs., gas-oil ratio 10,000-1.

TEXAS

Offshore Galveston County: Pure Oil Co., No. A-1 O.C.S. Lease 0109, Gulf of Mexico, twelve miles southeast of Galveston. Company barge. Spudded 10-11-54, TD 8,225', stuck DP, unable to recover. Set whipstock 5,191', drilling shale at 7-669-ft.

DRILLING REPORT

Offshore Galveston County: Shell Oil Co., No. 1 State Tract 249, Gulf of Mexico, fifteen miles northeast Freeport. 10,000-ft. test. WO/Rig.

Offshore Galveston County: The Texas Co., No. 1 State Tract 137 Gulf of Mexico, six miles southwest High Island. 10,500-ft. test. Kerr-McGee, contractor. WO/Rig.

Offshore Jefferson County: Magnolia Petroleum Co., No. 1 Texas Gulf, Tract 10, ten miles southwest Sabine Pass. Spudded 10-2-54, TD 12,882-ft., running log.

Offshore Matagorda County: Western Natural Gas Co., No. 1 State Tract 608, fourteen milth southeast Port O'Conner. 12,500-ft. test, Salt Dome rig. Spudded 10-30-54, TD 11,386-ft., stuck DP.

Offshire Kleberg County: Standard Oil Co. of Texas, No. 27 State Tract 945, Gulf of Mexico, thirty miles southwest of Port Aransas. 9000-ft. test. Spudded 2-6-55, drilling under surface pipe.

Offshore Kleberg County: Sun Oil Co., No. A-1 State-Gulf 979, Gulf of Mexico. Surface location thirty-four miles southeast of Kingsville. Brewster & Bartle, contractor. Drilling at 4452-ft.

Nueces County: Atlantic Refining Co., No. 8 State Tract 429, Corpus Christi Bay, Southeastern Drilling Co., contractor. Spudded 11-28-54, TD 7,900-ft., testing.

Aransas County: C. G. Glasscock Tidelands Oil Co., No. 1 State Tract 12, Copano Bay. 7,500-ft. test, running log at 6,710-ft.

DRILLING REPORT

LOUISIANA

Offshore St. Mary Parish: Magnolia Petroleum Co. No. 1-I State Lease 691, Block 119, Eugene Island Block 126 area. Loffland Bros., contractor, 13,500-ft. test. Spudded 1-29-55, 16-in. set at 736-ft., drilling shale at 4040-ft.

Offshore Terrebonne Parish: Magnolia Petroleum Co., No. 1-A State Lease 777 (O.C.S. 067), Ship Shoal Block 113 area. Wildcat proposed to 14,000-ft. Spudded 12-23-54, drilling shale at 6,989-ft.

Offshore St. Bernard Parish: Gulf Refining Co., No. 1 State Lease 2282, Mississippi Sound area. 10,500-ft. test. Spudded 1-12-55, drilling shale at 8925-ft.

Offshore Plaquemines Parish: Continental Oil Co., No. 11 State Lease 978, West Delta Block 53 area. 13,500-ft. test. Rowan Drilling Co., contractor. Drilling shale at 808-ft.

Offshore Plaquemines Parish: The California Co., No. 1 State Lease 2553, South Pass Block 41 area, eight miles southwest of West Delta Block 52 field. 12,000-ft. test, spudded 12-31-54, drilling shale at 9987-ft.

Offshore Jefferson Parish: Humble Oil & Refining Co., No. 5-E State Lease 802, Grande Isle Block 18 area. 9,000-ft. test. Spudded 11-28-54, TD 10,822-ft., running DST.

Offshore Iberia Parish: Pure Oil Co., No. 1-A State Lease 1079, Block 47, nine miles NNW production in Eugene Island Block 45. Kerr-McGee rig. 14,000-ft. test spudded 12-27-54, TD 11,362-ft., stuck DP, fishing.

Offshore Plaquemines Parish: Continental Oil Co., No. 1-A State Lease 983, West Delta Block 58 area. 13,500-ft. test. Spudded 9-20-54, TD 14,580-ft., perforated 13,060-63-ft., tested dry gas, squ., reperf. 11,890-936-ft., flowed and tested SW, killed well.

Offshore Plaquemines Parish: Shell Oil Co., No. 1-B State Lease 1012, South Pass Block 27 area. 11,000-ft. test. Ocean Drilling & Exploration Co., contractor. Drilling shale at 9,294-ft.

AIME Hears Paper On Oceanography And Offshore Drilling

The Gulf Coast section of the AIME held its monthly dinner meeting at the Bill Williams Restaurant in Houston February 15. Dr. Armstrong Price and Mr. C. L. Bretschneider, of the Department of Oceanography, Texas A & M College, presented a paper on "Oceonography and Offshore Drilling."

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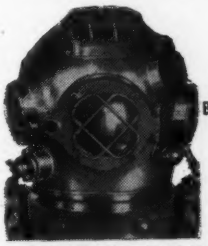

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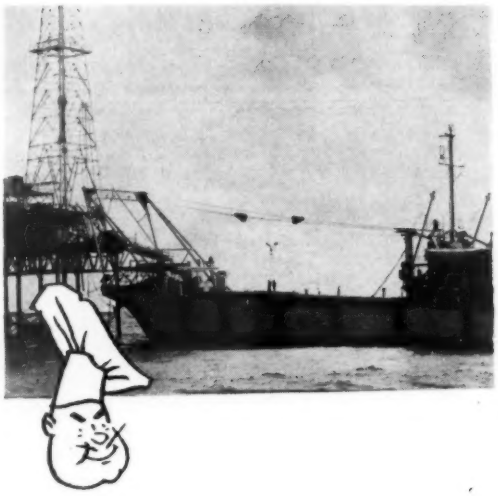

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The Slush Pit . . .

The oilman went hunting for the first time with his expensive new retriever. When he brought down a duck and it fell in the water ,the retriever leaped in after it. But instead of swimming, the dog walked on top of the water.

The oilman couldn't quite believe what he had seen. He was afraid to tell anyone, for fear they'd think him crazy. And the truth was that he doubted his own sanity. On his next hunt he invited a friend along, to see if the friend noticed anything strange in the dog's behavior.

Sure enough, when a duck fell into the water, the dog went after it—walking on the surface of the water. The oilman glanced at his friend, but the latter seemed completely unconcerned.

"What do you think of my new dog?" the oilman asked cautiously.

"Good hound," said the friend. "He went right in after that duck."

"Well, did you notice anything—queer about him?"

"Now that you mention it," said the friend, "there certainly is something queer about him. The danged fool can't swim a lick!"

Fahion note: Women are wearing the same thing in brassieres this year.

Big shot: "I'll endorse your cigars for $10,000."
Tobacco king: "I'll see you inhale first!"

Three salesmen were sitting in a tavern drinking beer. "I hate to see a woman drink alone," said the liquor salesman, noting a pretty young thing at the bar. "I hate to see a woman eat alone," said the wholesale grocery salesman.

The mattress salesman said nothing.

"Darling, I can't wear your fraternity pin all the time. The other fellows say it scratches their hands."

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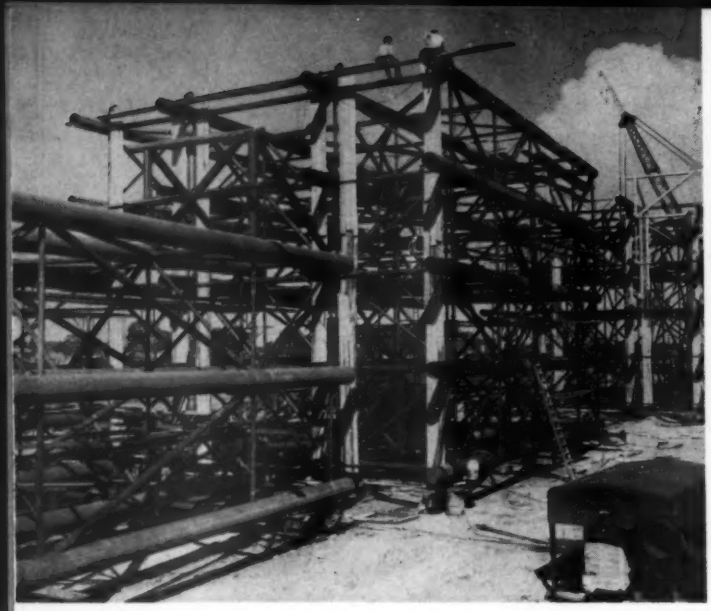
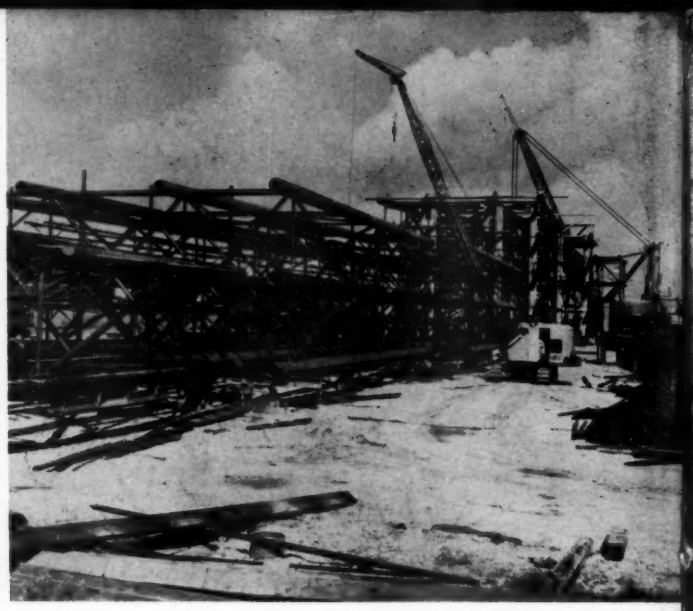
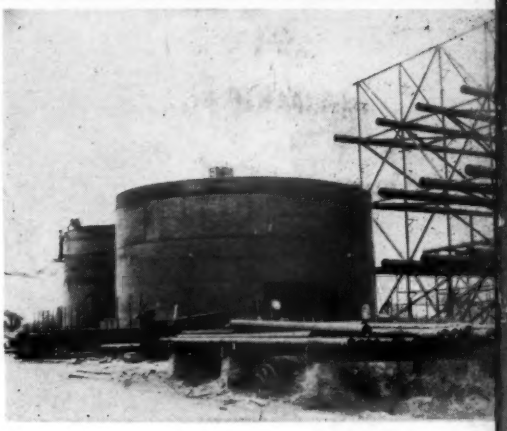




Offshore Structures--

ON THE ASSEMBLY LINE!



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